

Brunswick Master Plan



Adopted & Approved
by
Mayor & Council
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BRUNSWICK MASTER PLAN

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INTRODUCTION

The City of Brunswick adopted its first Master Plan in 1967. The 1967 Plan outlined recommendations for future land use, transportation, community, facilities and capital improvements within and surrounding the City. The Plan included many specific recommendations for improving the quality of life and appearance of Brunswick. It also included a section on economic development strategies and downtown revitalization. The Plan was primarily implemented through the Zoning Ordinance, Zoning Map and Subdivision Regulations which were subsequently adopted.

The twenty-five years since the Plan was adopted have seen many changes in the City as well as the surrounding region. Residential growth has occurred on the north and east sides of the city. The Brunswick Shopping Center has re-established the commercial center north of the downtown. Brunswick has become increasingly the residence of those employed in Montgomery County and Washington, D.C., as the MARC commuter rail was established in the early 1970s. Finally, in the last 25 years, the City of Frederick has grown exponentially both in terms of population and employment, thus wielding more regional influence.

Plan Purpose

The 1992 Brunswick Master Plan represents an update of the 1967 Plan. Like the 1967 Plan, it is intended to serve as a guide for the future of the City and its environs, and to provide specific recommendations concerning future land uses, transportation patterns, community facilities, and capital improvements. The Plan purposes include the following:

- To provide information about the population, natural features, land use and development trends, transportation and community facilities of Brunswick;
- To identify issues which need to be addressed in the updated Plan;
- To provide a vision for the future of Brunswick, as stated in a series of goals, objectives and policies;
- To provide for orderly growth coordinated with transportation improvements and the provision of public services and facilities;
- To serve as a guide to local decision makers and to set an agenda for public action;
- To coordinate city plans with Frederick County's regional planning process.

Plan Update Process

Each of the chapters of the Master Plan contains several sections representing the different steps in the planning process. The Plan preparation process includes the following:

Background Studies: Background studies were completed to present information about past trends and existing conditions. Information about the resident survey, population and housing, natural features, land use, transportation and community facilities is included. This information is vital to understanding the city's history, resources, problems, and potential.

Issues Analysis: The background studies were used to identify issues which need to be addressed in the Updated Plan.

Goals, Objectives and Policies: Goals, Objectives and Policies form the foundation on which the Plan's recommendations and proposals are based. These statements reflect a community's values, priorities, and vision. For the purposes of this Plan, Goals are defined as broad, end-state desires for the future of the community which are general in nature. Objectives are more specific and immediate than goals; they should be stated in measurable terms so that their attainment can be evaluated. Objectives set forth the means to attaining goals. Policies are defined as statements which serve as guidelines in public decision making. The establishment of policies helps ensure that public actions are consistent with the Plan's goals and objectives.

Proposals and Recommendations: The Plan's proposals and recommendations focus on Natural Features, Land Use, Transportation, and Community Facilities. The Master Plan map includes land use, transportation and community facility proposals. Other recommendations are incorporated in the Plan text.

Implementation: Finally, the Plan includes a chapter suggesting how the Plan proposals and recommendations should be implemented. Implementation measures include proposed regulatory changes, capital projects, and studies.

The Plan preparation process also included public workshops held by the Brunswick Planning Commission. Workshop topics included: the resident survey, natural features issues, land use issues, transportation issues and community facilities issues. Public hearings on the Draft Plan will be held by the Planning Commission and Mayor and Council to receive public comment prior to the Plan's adoption.

Summary of the 1967 Plan Recommendations

The 1967 Comprehensive Master Plan for Brunswick represented the first effort to establish planning and zoning controls in the Town of Brunswick. The Plan was comprehensive in scope, covering natural features; population trends; economic activity; building and neighborhood conditions; residential, commercial, and industrial development; transportation; community facilities; and financial considerations. The Plan included detailed analyses and recommendations.

The Plan emphasized revitalization, economic growth and development, neighborhood appearance, and parks and recreation facilities. These emphases are reflected in the Plan's General Goals and Objectives:

- To make every possible effort to reverse the tendency toward the out-migration of young people and the core of business, religious, and intellectual leaders whose presence is so essential for a progressive community.
- To provide a healthful, attractive, and convenient living environment with the complete range of high quality, community facilities, services, and amenities necessary to encourage a renewed sense of community pride and esteem.
- To promote the revitalization of the local commercial activity that is so critical to the economic health, appearance, and cohesion of the community.
- To attract new commercial and industrial enterprises by improving the attractiveness of the community and by assisting them in fulfilling their needs for sites, structures, and public utilities, facilities, and services.
- To seek faster and more convenient highway and mass transit linkage with faster growing areas of the region, particularly toward the Interstate 70S [1-270] corridor and along the proposed Potomac Basin Park.
- To preserve the remaining natural beauty in the community by retaining and maintaining steep slopes, stream beds, floodplains, and historic and scenic areas as recreation and open space sites and to promote the Brunswick area. as an intricate part of the recreation potential in the Potomac River Basin.
- To develop a more complete and well-rounded inventory of recreational facilities and programs for all age groups on a year-around basis in an effort to compensate for the lack of commercially operated recreation and entertainment facilities.

Population Projections: The 1967 Plan was based on several assumptions about future population growth. The Plan projected future population as follows:

<u>Year</u>	<u>Population</u>
1970	3,800
1980	4,200
1990	4,800

It was noted in the Plan that at the time the Plan was prepared, Brunswick was experiencing slow growth. Young people were moving out of town to seek employment elsewhere. Future decline was predicted unless economic and population growth were encouraged and nurtured by the Town

through revitalization, economic development, and public improvements. The population projections in the Plan "reflect a reasonable effort toward future self-improvement, and they anticipate further efforts on the part of Brunswick to take advantage of growth potentials [within the Region].

Development on Steep Slopes: The difficulty of building on steep slopes was recognized in the 1967 Plan. The Plan recommended that development be limited to areas with slopes of less than 20%, with medium to high density residential development occurring on 0 to 10% slopes, low density residential on slopes of 10% to 19% and extremely low density residential on slopes of 20% to 30%. Commercial and industrial development was recommended for expansive areas of 0-8% slopes with suitable access and location characteristics. The Plan recommended that the steep stream valleys in Brunswick be retained as public open space.

Economic Growth and Development: The 1967 Plan emphasized the need for economic growth in Brunswick. The Plan recommended that a brochure and fact sheet be developed to promote the Town to prospective businesses. The Plan included several recommendations to make the Town more attractive to businesses:

- Improve Route 464 to improve access to the I-70S [1-270] corridor and the Washington area
- Renovate or replace the decaying downtown
- Clean up the community
- Screen railroad yards

Light industrial uses, such as warehouses, storage and transfer facilities, and light manufacturing, were noted in the 1967 Plan to be the most appropriate and desirable industrial uses for the Brunswick area. The Plan noted a future need for 50 acres of land designated for heavy industry and 120 acres of light industrial land.

The 1967 Plan map designated the area along the railroad tracks south of Potomac Street for heavy industrial uses. Heavy commercial and light industrial uses were designated for a large area at the southeast corner of the intersection of Jefferson Pike (MD 180) and Route 17, outside the Town limits, and along West Potomac Street on the west side of Town (in the vicinity of the former Acme store).

With regard to commercial development, the 1967 Plan noted the need for a sub-regional shopping center, neighborhood shopping centers, highway service centers, and heavy commercial areas. The discussion of commercial development mostly focused on the need to renovate the downtown or replace the downtown by relocating commercial uses to a central, more spacious location. The Plan authors felt that the downtown area needed to be totally redeveloped by leveling existing structures and building new structures in accordance with a sketch included in the 1967 Plan. As an alternative, sketches of a new shopping area to be located along Souder Road were also included in the Plan.

Two areas were therefore designated Central Business District on the 1967 Plan map: the

downtown and an area on the north side of Souder Road in the vicinity of Second Avenue. Community commercial areas were also shown west of the Town along a proposed north/south road connection. Highway service areas were designated between MD 180 and US 340, along Petersville Road, north of the downtown; and in the area between Souder Road and East H Street near Ninth Avenue.

Residential Development : Most of the Town of Brunswick and its vicinity was designated for residential development on the 1967 Plan. The Plan noted a need for 113 acres additional acres for the residential development in the Town between 1966 and 1990, and 60 additional acres for the areas adjacent to the Town in the same period. The Plan also recommended that a greater variety of housing types and neighborhood designs be provided for in the Town. The Plan pinpointed "blighted" neighborhoods and outlined a program of conservation, rehabilitation, and redevelopment to eliminate blight.

Transportation: The 1967 Plan recommended several new road connections in the Brunswick area to improve traffic circulation in and around the Town as well as to improve regional access. The main north-south connections in the Town were to be Petersville Road, a realigned Gum Springs Road extending to Point of Rocks Road, a new road located in the valley between Maple and Second Avenues, and a new road located in the valley west of the Town boundary. East-west connections were to include Potomac Street, A Street, an extension of H Street from Gum Springs Road west across Town and out to Jefferson Pike, Souder Road (relocated to the north at Second Avenue), and another new road north of Rosemont.

The 1967 Plan envisioned parkways in the stream valleys, providing vehicular north-south access as well as pedestrian and bike ways. By locating the road within the valleys, steep slopes could be avoided.

The 1967 Plan recommended improvements to several problem intersections in Town. These included the following intersections: Petersville Road, B Street, and Maryland Avenue; East D Street, Second Avenue, and Terrace Avenue; Park Avenue and East A Street; Gum Springs Road and Park Avenue; Gum Springs Road, E Street, and Eighth Avenue; and Souder Road, Cummings Drive, Ninth Avenue, and H Street.

Community Facilities: The 1967 Plan's Community Facility Recommendations mostly concerned parks, open space and recreation facilities. The Plan proposed a park network using the flood plain areas and wooded stream valleys. These areas would interconnect. Bicycle and pedestrian paths were proposed in conjunction with vehicular parkways. The Plan also noted the need for additional playgrounds in Town.

The Plan also anticipated the development of two new parks. A park was recommended to be located on the excess land adjacent to the high school. The development of "Potomac Basin Park" in the vicinity of the C&O Canal and towpath along the river was also anticipated.

Implementation: The 1967 Plan was implemented in the following ways:

- Adoption of the Town Zoning Ordinance, Zoning Map, and Subdivision Regulations.
- Expansion of and improvements to the Town water and sewer systems, including the construction of water intake and treatment plant on the Potomac River.
- Development of recreation facilities near the high school.
- Development of a new library, new police station, and a health clinic.
- Improvements to deteriorated dwellings and neighborhoods throughout the Town.
- Establishment of a commercial center off Souder Road through the development of the Brunswick Shopping Center.
- Provision of a greater variety of housing types through the development of townhouses, apartments and duplexes on the north side of Town.

The 1967 Plan's recommendations have been followed in a general sense, but many of the specific recommendations on which the Plan was focused were never successfully implemented. The Plan was successful in its attempt to establish land use and development policies and regulations in Brunswick. The Plan addressed a number of issues in a comprehensive way, so was successful in that problems and issues were identified. Through the designation of Open Space areas on the Plan and the subsequent establishment of Open Space zoning, the City's stream valleys have been protected from development. Other land use recommendations, such as the designation of a commercial center along Souder Road, have also been implemented.

The specific recommendations of the Plan, however, particularly those which were central to the Plan, were not implemented. The downtown area was not redeveloped, nor were the many suggested road improvements in and around the City ever completed. The stream valleys, although preserved to some extent, were never acquired by the City and developed into parks.

The 1967 Plan was based on an outlook which did not anticipate the growth of Frederick County as part of the Washington Metropolitan area. The Plan predicted further economic and population decline in Brunswick unless a strong economic base to replace the railroad was developed. The Plan did not anticipate the establishment of the commuter rail line through Brunswick or the development of employment centers within commuting distance to Brunswick.

The shortcomings of the 1967 Plan point to the need for its update. The City officials need to reconsider the issues and problems facing Brunswick today and develop recommendations which address those issues. The recommendations of the 1967 Plan may be based on values and assumptions which are no longer valid today.

GOALS AND OBJECTIVES

A Master Plan sets forth a vision for a community's future which is expressed in a series of goals, objectives, policies, recommendations and proposals. Master plans generally start with broad, general goal statements and end with specific recommendations and proposals. The purpose of this chapter is to set forth overall goals and objectives for the future of Brunswick which will govern the more specific policies and recommendations contained in each chapter. These goals and objectives will be presented in the context of visions for the State of Maryland and County goals and objectives.

As noted in Chapter I, for the purposes of this Plan, Goals are defined as broad, end-state desires for the future of the community which are general in nature. Objectives are more specific and immediate than goals; they should be stated in measurable terms so that their attainment can be evaluated.

Visions for the State of Maryland

Through the 1987 Chesapeake Bay Agreement, Maryland, Virginia, Pennsylvania, the District of Columbia, the Chesapeake Bay Commission and the U.S. Environmental Protection Agency agreed to work toward cleaning up the Chesapeake Bay. A set of vision statements was prepared as part of the agreement. The Economic Growth, Resource Protection and Planning Act of 1992 adopted in Maryland requires that local plans incorporate and implement these visions:

1. Development is concentrated in suitable areas;
2. Sensitive areas are protected;
3. In rural areas, growth is directed to existing population centers and resource areas are protected;
4. Stewardship of the Chesapeake Bay and the land is a universal ethic;
5. Conservation of resources, including a reduction in resource consumption, is practiced;
6. To assure the achievement of 1 through 5 above, economic growth is encouraged and regulatory mechanisms are streamlined; and
7. Funding mechanisms are addressed to achieve these visions.

These visions will be implemented through the development of goals and objectives for Brunswick which are consistent with them, through the recommendations of this Plan, and through the update of local land use regulations.

Frederick County Goals

The goals and objectives for the future of Frederick County are contained in the Frederick County Comprehensive Plan Volume 1: Countywide Plan. The Plan is based on the following three goals:

- I. Conservation of our Natural Environment
- II. A Quality Living Environment For All
- III. A Sound, Balanced and Diversified Economy

According to the Plan, residential, commercial and employment growth is to be directed to designated growth centers. Brunswick is designated as a Regional Community, or primary growth center on the County Plan. Regional communities are planned to contain a population ranging from 5,000 to 15,000 persons, a variety of housing types, community and neighborhood shopping centers, and employment development. A full range of public facilities, including elementary, middle and high schools, a library, fire and ambulance stations and community and neighborhood parks should be provided in a Regional Community.

Goals and Objectives for the Future of Brunswick

Based on the State Visions and County Comprehensive Plan, Brunswick is an appropriate location for both population and economic growth and development. The growth of Brunswick furthers both State and local goals to achieve a compact development pattern and to focus residences, jobs and public facilities in communities. At the same time both the State and County emphasize the need to protect natural resources. As the City grows, it is also important to maintain the City's quality of life for its present and future citizens.

The following goals and objectives reflect a vision for Brunswick which is consistent with State and County goals and plans. The goals and objectives were developed by the Brunswick Planning Commission after review and discussion of the resident survey and demographic information, as well as environmental, land use, transportation and community facilities issue. They should guide the recommendations of this Plan as well as future decisions.

I. FOSTER THE GROWTH OF BRUNSWICK AS A REGIONAL CENTER FOR RESIDENTIAL, COMMERCIAL AND EMPLOYMENT DEVELOPMENT.

- Encourage residential growth within the City and in areas to be annexed to the City to accommodate future population growth.
- Allow for a variety of housing types to be constructed in the City to accommodate the needs of a variety of household types.
- Attract businesses and industries to locate in the City to expand the City's employment base.
- Identify and reserve the most suitable land for future employment and industrial activities.
- Provide opportunities for retail and service uses to serve both the City and the surrounding region.

- Encourage annexation of surrounding properties.
- Cooperate with Frederick County, the State of Maryland and other jurisdictions in the development of long range plans and planning regulations.

II. PROTECT BRUNSWICK’S NATURAL, HISTORIC AND SCENIC RESOURCES.

- Protect steep slope, flood plain and wetland areas, and stream valleys from being cleared and developed.
- Encourage the planting of , trees, particularly in stream valley and steep slope areas to prevent erosion and protect water quality.
- Protect the Potomac River as a water supply source and as a scenic and recreational resource.
- Set aside land for future park and recreation areas as properties are annexed into the City.
- Enhance the City's scenic qualities, Such as streetscapes, historic structures, the C&O Canal and Potomac River, and the stream valleys.
- Encourage property owners to restore and maintain the integrity of historic structures, particularly in the historic district.
- Create linear parks through the City's stream valleys.
- Minimize the negative impact of development on the City's natural, historic, and scenic resources.

III. PROVIDE A QUALITY LIVING ENVIRONMENT FOR ALL CITY RESIDENTS

- Provide for a compact and orderly development pattern.
- Maintain the City's "small-town" character by encouraging development of a scale and design which is consistent with existing structures.
- Provide convenient and adequate road access to all neighborhoods.
- Provide suitable buffers between residential and non-residential areas.
- Improve pedestrian connections within the City, particularly between neighborhoods, schools and shopping areas.

- Encourage property owners to maintain and improve their properties.
- Provide needed public services to all citizens while maintaining affordable tax rates and fees.
- Encourage volunteers and private groups to assist in the provision of public services.
- As properties are developed, set aside land for public facilities, such as schools, fire and police stations, and parks.

These goals and objectives will be implemented and applied through the policies and recommendations set forth in this Plan. The natural features, land use, transportation, and community facilities proposals contained in this Plan should all further these goals and objectives. Subsequent implementation measures, such as revisions to zoning and subdivision regulations and utility upgrades, will also serve to implement the goals and objectives.

RESIDENT SURVEY

A resident survey is a useful tool in the planning process. Conducted at the beginning of the plan update process, survey results help the Planning Commission identify issues which needed to be addressed. Surveys also help insure that the focus of the plan update is relevant to citizens concerns. At the same time, however, surveys must only be conducted in conjunction with other studies, since the results are not necessarily representative of all town residents unless careful sampling techniques are used.

The Brunswick Planning Commission conducted a resident survey in Fall 1991. The purposes of the survey included:

- 1) to give citizens the opportunity to comment on City government, growth and development, streets, and public services and facilities;
- 2) to identify issues which need to be addressed in the updated Plan; and
- 3) to publicize the Plan Update process.

Surveys were distributed by City employees as they read water meters. Residents were instructed to return the survey to one of several locations in Brunswick. A total of 167 surveys were submitted and tabulated. Many surveys included a number of written comments. Several other surveys were submitted after the information was summarized and tabulated. All of the surveys were reviewed by members of the City Planning Commission.

Characteristics of Respondent Households

The survey results indicated that the respondents represented a variety of household types. A total of 167 surveys were submitted. This represented 9.2% of the City's 1,810 households. Almost half of the respondents lived in households with children under 19 year olds. About one-third lived in adult households with no children. Nearly 20% lived in single person households. About half of the single person households were over 65 years old. The average household size of respondent households was 2.85 persons.

A comparison of the age breakdown of the population represented by the survey with the City's 1990 population age breakdown indicated that the surveyed households comprised a fairly representative sample of the City population, at least in terms of age. It is not known whether the survey respondents represented both owners and renters or all the income groups in the City.

The survey results suggested that the survey respondents represent both old and new residents. 47 respondents, or 28% of the total respondents indicated that either they or their spouse were born and raised in Brunswick.

The survey respondents represented both those who work in Frederick County and those who commute out of the County. Over half of the respondent households had at least one member who worked in Frederick County. Nearly a third (31%) of the households included a member who commutes to Montgomery County and nearly a quarter (23%) included a commuter to

Washington, D.C. About 15% of the respondents indicated that the members of their household were retired or unemployed. About 22% of the respondents indicated that they or a member of their household used the MARC train.

General Attitudes about Brunswick

Several questions on the survey indicated the general attitude of the respondent about the City as a place to live. When asked why they chose to live in Brunswick, over one-third of the respondents noted that Brunswick is an affordable place to live. Of those 56 persons, 7 felt that the Town is no longer an affordable place. About 28% of the respondents noted that they were born and raised in Brunswick. Nearly 20% of the respondents noted that they were attracted by the small town atmosphere, including the friendliness of the people, low crime rates, and the small family businesses in the community. The location and accessibility of Brunswick to job locations was another reason cited by several respondents. About 20 respondents cited the MARC train as a reason they chose to live in Brunswick.

When asked whether they felt the City of Brunswick efficiently serves the needs of the residents, 47% of the respondents said "yes", and 37% said "no". About 5% answered "yes and no" and cited positive and negative things about the City. The remaining 11% did not answer the question. The comments indicated a variety of feelings about City government and services. -Among the dissatisfied respondents, high taxes and water and sewer rates were noted. Others noted that lack of businesses and activities in town as a reason for dissatisfaction. Several respondents noted the need for a taxi service or transportation service for the elderly.

Respondents were also given the opportunity to rate Brunswick as a place to live. About 40% of the respondents to question 23 felt that Brunswick is an excellent "very good" or "good" place to live and another 20% rated Brunswick as "O.K." or "fine". Most respondents noted positive qualities such as "friendly", "Venice community", "safe", and that they liked the small town or rural setting. About 15% of the respondents gave the town a more negative rating -- "fair", poor or "terrible". Others noted it is too expensive, rundown, and lacking businesses and employment opportunities. Three persons responded that they would move out of Brunswick if they were able.

Affordability was clearly a concern of Brunswick residents, as indicated by responses to question 3, "Would you support raising taxes to provide additional town services?" Over two-thirds of the respondents said "no", less than one-quarter said "yes". About 40 persons mentioned that they felt taxes were high enough or too high already. Of those who responded "yes", many qualified their answer to indicate they would only support a tax increase for specific projects or improvements in, services, or only as a last resort.

When asked whether the City of Brunswick had become a better place to live over the last five years, about half of the survey respondents said "yes", and about one-third said "no", with the remainder responding both yes or no or not responding at all. Respondents seem more optimistic about the future: over 60% think that Brunswick will become a better place to live over the next five years and only 15% thought it would not become a better place.

In summary, while indicating some degree of satisfaction with living in Brunswick, nearly all the survey respondents indicated some concerns about the city and its future. These concerns included: the condition of the downtown area and the need for revitalization; the lack of businesses and jobs in the community; the cost of living in Brunswick, including the taxes and utility rates; the lack of activities for children and youth in town; and the need generally for properties to be cleaned up and maintained.

Attitudes and Opinions about Streets

The survey asked residents about the adequacy of City streets in terms of paving and maintenance, width, lighting, street name signs, traffic control signs and lights, parking, and pedestrian and bicycle paths.

One hundred forty-five (145) persons commented on the adequacy of street paving and maintenance. Seventy nine (79) of them, or 54%, did not feel that paving and maintenance was adequate. Of the 146 persons commenting on street widths, 93 or 64% felt that City streets were wide enough. Several respondents commented that although streets need to be widened, they did not feel it was possible to widen them. Respondents seemed even more satisfied with street lighting: over 85 % of the 136 answering question 6 felt street lighting was adequate. Nearly 74 % of the 141 persons commenting on street name signs thought they were adequate. The comments on street name signs primarily focused on their visibility. Several people commented that the signs needed to be bigger with more visible and reflective lettering. Others requested that abbreviated street names, such as "Bswk. ", "Del. ", and "Va. " not be used on signs.

One hundred forty (140) persons commented on intersections. About 59% of them felt that there were intersections which needed traffic control signs or stop lights. At least 37 respondents noted the need for more traffic control at the intersection of Petersville Road, B Street, A Street and the bridge to Virginia. At least 17 respondents commented on the need for a light at the corner of N. Maple Avenue and Souder Road. The intersection of Maple and East A Street was also noted by several persons as a problem intersection. About 5 respondents noted the need for a light at S. Maple and E. Potomac Street. The section of East D Street between Second Avenue and Fifth Avenue was noted as a problem area.

Questions 9, 10, and 11 gave respondents the opportunity to comment on parking and the need for new streets, pedestrian paths and bicycle paths. Many parking comments related to parking in the townhouse area off Maple Avenue, both the need for more parking and problems with enforcing the parking rules (2 car/house limit). At least 23 respondents felt that parking meters in town should be eliminated.

Very few people commented on the need for new roads in the City. Of those who did comment, most comments focused on the need for more east-west connections between Maple and Fifth Avenue. Comments regarding pedestrian paths included the need for sidewalks leading to the schools, sidewalks along Souder Road, and sidewalks on N. Maple leading to the shopping center. Several people commented that the canal tow path is an excellent pedestrian/bike path. Several people commented on the need to maintain and provide new sidewalks. Some felt the town should

take responsibility for them, others felt owners should be required to maintain or provide sidewalks.

While many residents expressed concerns about streets in Brunswick, several people indicated that these problems should not be a high priority in the allocation of limited resources. Several respondents indicated that they did not feel the Town could afford to improve streets or sidewalks. Others said that they felt that there are more important issues facing the Town.

Attitudes and Opinions about Services

Residents were given the opportunity to comment on water, sewer, police, parks/recreation, public works, refuse pick-up, recycling facilities, the swimming pool, the campsite, fire, ambulance, and senior citizen's services. The number of people commenting on each service varied. Respondents commented most frequently on water service and police service and also seemed to feel the most strongly about these two services as well.

About 78% of the 167 survey respondents commented on water service. About 46% of those commenting indicated that the service was adequate or better. While only 5% indicated service was poor, fair, or bad, over 30% of those commenting felt the service is too expensive. Problems with pressure, sediment and taste were also noted.

About two-thirds of the respondents commented on sewer service. Of those responding, over two-thirds noted that the service was adequate or better. Cost again was the most frequently mentioned problem: 18% of those commenting felt the service was too expensive.

One hundred twenty six (126) persons commented on police service. A little over half of them indicated that they felt that the service was adequate or better. Comments on police service ranged from extremely positive to extremely negative. Some felt that they are a responsive, professional organization while others cited problems such as waste, officer attitudes and treatment of people, police cars speeding through town, the need for more training, and the need for better relations between the citizens and the police. Several people commented that they like the new chief and are hopeful about the future under his leadership. Many comments were focused on the need for more patrols in various parts of the City and the need to control speeding and loitering in Brunswick.

About 70% of the respondents commented on parks and recreation services. About 53% of those commenting indicated that parks and recreation were adequate or better. Comments focused on the need for more facilities and for more children's and youth programs.

Residents were also asked which park facilities they or someone in their household used in the last year. Of the 143 persons indicating their park use, 89 or 62% used the City Park, 55% used the swimming pool, 44% used the canal park, and 35% used the ball fields. All of the facilities were used by at least 20% of those who answered the question. Only 9% of those responding did not use any park and recreational facility in town in the last year.

About 70 % of the respondents commented on public works. About 59 % of those commenting felt service was adequate or better. Most of the comments focused on snow removal and ranged from those who felt that the service was the best on the east coast to those who thought the service was deplorable.

Of the 121 persons who commented on refuse pick-up, 80% indicated that they felt the service was adequate or better; Several people felt that more than one trash pick-up per week was needed.

One hundred eleven (111) persons commented on the recycling facilities, with about 75 % of those commenting indicating the facility is adequate or better. A few people noted the need for a receptacle for green and brown glass. Others suggested that town-wide, curbside pick-up be instituted. A few respondents indicated that they did not know the town had a recycling facility.

Of the 98 who commented on the swimming pool, 71 % indicated that the facility is adequate or better. Several people commented on the need for an expanded or new facility. Others requested that the hours of operation and season be extended.

Less than half of the respondents commented on the campsite. Over 70% of those commenting indicated that the facility is adequate or better. Comments on the campsite were both positive and negative. Some noted that it is "clean", "well maintained", and "one of the better things in Brunswick", while others said "too much drinking", "dangerous after dark", and that it should be closed.

Of the 107 persons who commented on fire service, 82% felt that the service is adequate or better. Several felt that the members lack professionalism and have a bad reputation. Several commented on the responsiveness and dedication of the members. A number of people complained about the noisy siren, especially at night.

About 62% of the respondents commented on ambulance service, with 90% of those commenting indicating that service was adequate or better. Nearly all the comments on the service were very positive, including "responsive", "very professional", and "dedicated".

Only 67 persons commented on senior citizens services, with 75% of those commenting noting that services were adequate or better. A few commented that services could be improved. The need for a taxi service for the elderly was noted.

Attitudes and Opinions about Growth and Development

Based on the survey, it appears that most City residents would like to see Brunswick grow. Sixty six (66%) of the survey respondents favored growth in the Brunswick area, and 22% said that they did not favor growth (12% did not answer the question). About 27% of the respondents felt that the City should expand its boundaries for residential, commercial, and industrial uses. About a third of the respondents said that they would not want to see any industrial growth, while another third preferred no additional residential growth. Of those who answered the question, 56%

avored residential growth, 68% favored commercial growth, and 58% favored industrial growth.

When asked what kind of residential uses should be permitted, single family residences on lots between 1/4 and 1/2 acre in size was the most frequently mentioned option. Townhouses and single-family dwellings were preferred by at least 30% of the respondents. Apartments and condominiums were less frequently mentioned.

Over 78% of the respondents felt the town needs additional industry. Service industries and light manufacturing were preferred industry types by over half the respondents. Only 19% of respondents favored heavy manufacturing uses.

Survey respondents also favor additional commercial development in Brunswick. A majority of respondents would like to see more retail businesses, restaurants, sports facilities, and entertainment facilities in town. The interest in commercial growth was also indicated by the fact that only one person did not answer the

question regarding preferred new business and only two persons felt no new businesses were needed. Many persons indicated that they would like to see another grocery store in town, as well as a movie theater, a bowling alley, and a big chain store such as a K-Mart, Hechinger's or Sears. At least 38 respondents specifically indicated that they would like to see another grocery store in Brunswick.

In summary, the lack of businesses and economic opportunities in Brunswick was a primary concern expressed by residents. Many expressed concerns about vacant commercial spaces in the downtown area. Many felt that the key to the future of the town lies in the town's ability to attract businesses and industries. Growth was seen as a way to ease the financial burden on tax payers.

Summary

It is difficult to summarize 167 surveys in which residents were given many opportunities to comment. Many respondents provided a number of specific comments and suggestions which can not be included in a summary of all the surveys and which are not included in the tabulated information. However, it is clear that many people in Town had a number of common concerns including:

- The cost of Town taxes and utilities.
- The need for additional businesses in Town to serve the residents.
- The need for employment opportunities and industries in Town.
- The need for growth in the Town to ease the financial burden on resident taxpayers.
- The need for youth and children's activities in Town.
- The need for a taxi or bus service, particularly for the elderly.
- The condition of the downtown area and need for revitalization.
- The need for clean up and maintenance of properties.

While all of the survey results can provide guidance to City officials, some of the survey results are beyond the scope of the Master Plan. In particular, issues such as youth and children's activities will not be addressed directly in this Plan.

DEMOGRAPHIC PROFILE

Demographic information, explaining the changes in and characteristics of the people living in a place is important to the planning process. Growth trends give an indication of future population increases. ; Population projections are used to evaluate future needs for various land uses, housing types as well as commercial and employment development. Social and economic characteristics--such as age, income and household type--indicate the kinds of services needed by the population. For example, a community with an aging population would need more senior citizens services than daycare centers. Demographic data can also be used to identify trends which are viewed as undesirable, such as the indication noted in the 1967 Brunswick Plan that young people were leaving Brunswick to seek employment and homes elsewhere. Once identified, undesirable trends can be mitigated through the implementation of Plan recommendations.

The purpose of this chapter is to provide a picture of Brunswick--its history, its place within the region and Frederick County, and its social and economic characteristics. Alternative projections for future population growth are also included.

Historic Development

Brunswick had its beginning in the late 1700s when it was established as a trading post and stopping point for river traffic that traveled eastward on the Potomac River toward Washington and the Atlantic Coast. Originally called Berlin, the town grew slowly through the early 1800s. The town's population numbered 150 by the 1830s when the Chesapeake and Ohio canal began operating along the Potomac River between Washington and Cumberland. Although the Baltimore and Ohio Railroad had also completed a parallel route along the Potomac, the canal maintained its position as the major and most important link to the east for some time.

The C&O Canal stimulated local commerce and industry and the first wave of growth in the town. The town remained a small community of several hundred until the B&O Railroad located its freight yards and repair sheds here in the 1890s. This brought on a second wave of prosperity. The town's population increased tenfold to 3,000 persons in less than ten years. In 1890 the town was incorporated and renamed Brunswick.

Over the next 50 years, Brunswick took on the life and character of a busy railroad town. Employment was high, and supporting commercial enterprises flourished. Brunswick remained a "one industry town" until the 1940s.

Growth in the town stagnated after 1940. Railroad activity dropped to one of its lowest business ebbs. Heavy usage during the war years had ended; equipment was WORN and new modes of travel became prevalent and competed heavily and successfully with rail service. During the same period, rail systems were rapidly converting from steam to diesel power requiring fewer men to operate and maintain them. As a result, many rail employees were laid off, and the community experienced economic decline. The railroad staged a brief comeback in the 1960s and rehired former employees.

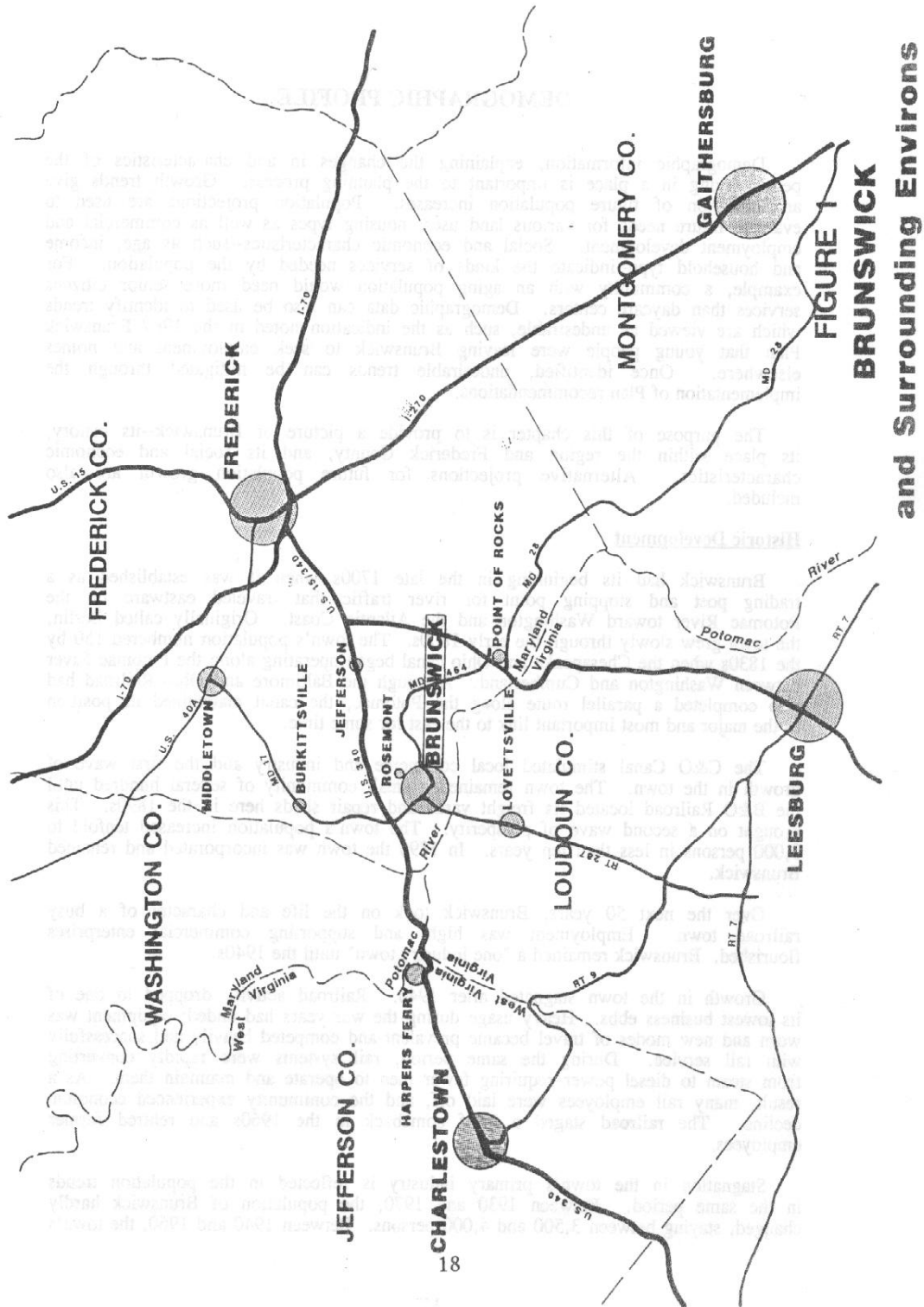
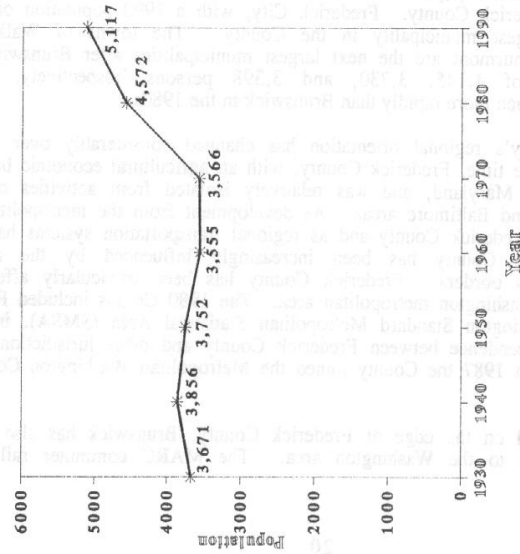


FIGURE 1
BRUNSWICK
and Surrounding Environs

FIGURE 2

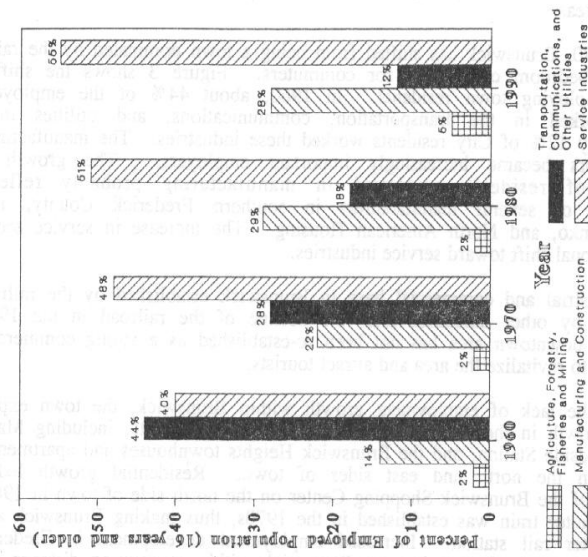
Population Growth: 1930-1990
City of Brunswick



Source: U.S. Census
May 1992

FIGURE 3

Employment by Industry: 1960-1990
City of Brunswick



Source: U.S. Census

Stagnation in the town's primary industry is reflected in the population trends in the same period. Between 1930 and 1970, the population of Brunswick hardly changed, staying between 3,500 and 4,000 persons. Between 1940 and 1960, the town's population actually declined by 3,000 persons. As the railroad declined, supporting businesses also declined, leading to increased vacancies and decline in the downtown commercial areas.

Since 1970, Brunswick has shifted from being a town dominated by the railroad to becoming a bedroom community for commuters. Figure 3 shows the shift in the industries employing town residents. In 1960, about 44% of the employed town residents worked in the transportation, communications, and utilities industries. By 1990, only 12% of City residents worked these industries. The manufacturing and service sectors became increasingly important employers. The growth in the proportion of residents employed in manufacturing probably reflects the establishment of several manufacturers in southern Frederick County, including Eastalco, Tamko, and North American Housing. The increase in service sector jobs reflects a national shift toward service industries.

The industrial and commercial base in Brunswick established by the railroad was not replaced by other industries after the decline of the railroad in the 1960s and 1970s. The downtown area has not been re-established as a strong commercial hub, despite effort to revitalize the area and attract tourists.

Despite the lack of employment growth within Brunswick, the town experienced residential growth in the 1970s and 1980s. New developments, including Manchester Village, Woodside Station, and the Brunswick Heights townhouses and apartments, were established on the north and east sides of town. Residential growth led to the development of the Brunswick Shopping Center on the north side of town in 1985. The MARC commuter train was established in the 1970s, thus making Brunswick attractive as a commuter rail station. Increased employment development in Frederick and northern Montgomery County has put Brunswick within commuting distance to many employers.

Regional Context

The City of Brunswick is located in southwest Frederick County along the Potomac River. With a 1990 population of 5,117 persons, it is the second largest municipality in Frederick County. Frederick City, with a 1990 population of 40,148 persons, is the largest municipality in the County. The towns of Walkersville, Mount Airy, and Thurmont are the next largest municipalities after Brunswick, with 1990 populations of 4,145, 3,730, and 3,399 persons, respectively. These communities grew much more rapidly than Brunswick in the 1980s.

Frederick County's regional orientation has changed considerably over the past two decades. At one time, Frederick County, with an agricultural economic base, was oriented to western Maryland, and was relatively isolated from activities occurring in the Washington and Baltimore areas. As development from the metropolitan areas has spread toward Frederick County and as regional transportation systems have been upgraded, Frederick County has been increasingly influenced by the activities occurring outside its borders. Frederick County has been particularly

affected by the growth of the Washington metropolitan area. The 1980 Census included Frederick County in the Washington Standard Metropolitan Statistical Area (SMSA), indicating the growing interdependence between Frederick County and other jurisdictions in the Washington area. In 1987 the County joined the Metropolitan Washington Council of Governments (COG).

Although located on the edge of Frederick County, Brunswick has also become increasingly oriented to the Washington area. The MARC commuter rail service between Washington, DC and Brunswick has provided a direct link for residents of Brunswick to jobs in the metropolitan area. US 340 provides convenient access to Frederick, 1-70 and 1-270. MD 464 from Brunswick connects with MD 28 in Point of Rocks, which provides another route to employment centers in Montgomery County. Employment development has spread north along the 1-270 corridor, and thus jobs in the Washington area have become more accessible to Brunswick residents. Likewise, employment development in western Fairfax County and eastern Loudoun County, Virginia, has also brought jobs closer to Brunswick.

The Frederick County Comprehensive Plan, adopted in 1972, and updated in 1984 and in 1990, is based on the community concept of development, whereby residential, commercial and employment growth is directed to designated primary and secondary growth centers. The Plan identifies eight primary growth centers and a number of secondary growth centers. The City of Brunswick is identified as the Regional Community or primary growth center for the Brunswick Planning Region, which extends north to include Burkittsville and Jefferson, east to the ridge of Catoctin Mountain, and south and west to the County's borders. The community of Jefferson is identified as a secondary growth area within the Planning Region. Point of Rocks, east of Brunswick on the Potomac River and MARC rail line, is also designated as a primary growth center as the Regional Community for the Adamstown Planning Region.

According to the County Plan, Regional Communities are planned to contain a population ranging from 5,000 to 15,000 persons, a variety of housing types, community and neighborhood shopping centers, and employment development. A full range of public facilities, including elementary, middle and high schools, a library, fire and ambulance stations, and community and neighborhood parks should be provided in a Regional Community.

Because of its location, Brunswick has a significant relationship with the adjoining counties as well as Frederick County. The City of Charles Town, West Virginia is about 20 miles southwest of Brunswick (nearly as close as Frederick City), and provides an alternative location for shopping and services. The community of LOVETTSVILLE, Virginia (1990 population 749) is located less than three miles south of Brunswick. Many LOVETTSVILLE residents are oriented to Brunswick for the weekly shopping and service needs. Many Loudoun County residents use the MARC commuter rail service, so make a daily trip to Brunswick.

Population and Household Characteristics

The U.S. Census reported the population of Brunswick to be 5,117 persons in 1990. The Frederick County Planning Department estimated the population in January 1993 to be 5,218. The 1990 population represented 1,810 households and 11 persons residing in group quarters.

TABLE 1
POPULATION AND HOUSEHOLD TRENDS: 1960 - 1990
City of Brunswick

	1960	1970	1980	1990
Persons in Households	3,541	3,566	4,572	5,106
Percent Change		0.7%	28.2%	11.7%
Households	1,082	1,147	1,530	1,810
Percent Change		6.0%	33.4	18.3%
Persons Per Household	3.27	3.11	2.99	2.82

Source: U.S. Census, May 1992

TABLE 2
MARITAL STATUS: 1980-1990
City of Brunswick

	1980	Percent	1990	Percent	Frederick County 1990
Single	595	19%	890	23%	24%
Now married, except separated	2,169	71%	2,211	58%	61%
Separated	62	2%	123	3%	3%
Widowed	151	5%	309	8%	6%
Divorced	97	3%	304	8%	6%
Total, 15 years & over	3,074	100%	3,837	100%	100%

Source: U.S. Census, May 1992

Between 1960 and 1990, the number of households increased at a faster rate than the population. This relationship between household and population growth is reflected in the decreasing average household size. In 1960, the average household size in Brunswick was 3.27 persons. This figure has declined steadily for thirty years, with the 1990 Census reporting 2.82 persons per household in Brunswick. The decline in household size reflects the increase in the number of single person households, childless couples, smaller families and elderly persons living independently. This trend towards smaller households indicates a continued demand for housing units which accommodate the needs of small households.

While the married couple family still represents the predominant household type in Brunswick, the proportion of alternative household types is increasing. In 1980, 66% of the households in the City were comprised of married couple families; in 1990, this had declined to 59%. The number of female headed households increased from 158 in 1980 to 215 in 1990, representing 12% of the households in 1990 as opposed to 10% in 1980. Over 25% of the households in Brunswick in 1990 were non-family households, meaning that they consisted of a single householder living alone or of a group of unrelated individuals. Of the 465 non-family households, 394 or 85% were single persons living alone. Of the 394 householders living alone, 186 were 65 years old or over, and of the 186 in this age group, 150 were females living alone. About 36% of those aged 65 and over in Brunswick in 1990 lived alone.

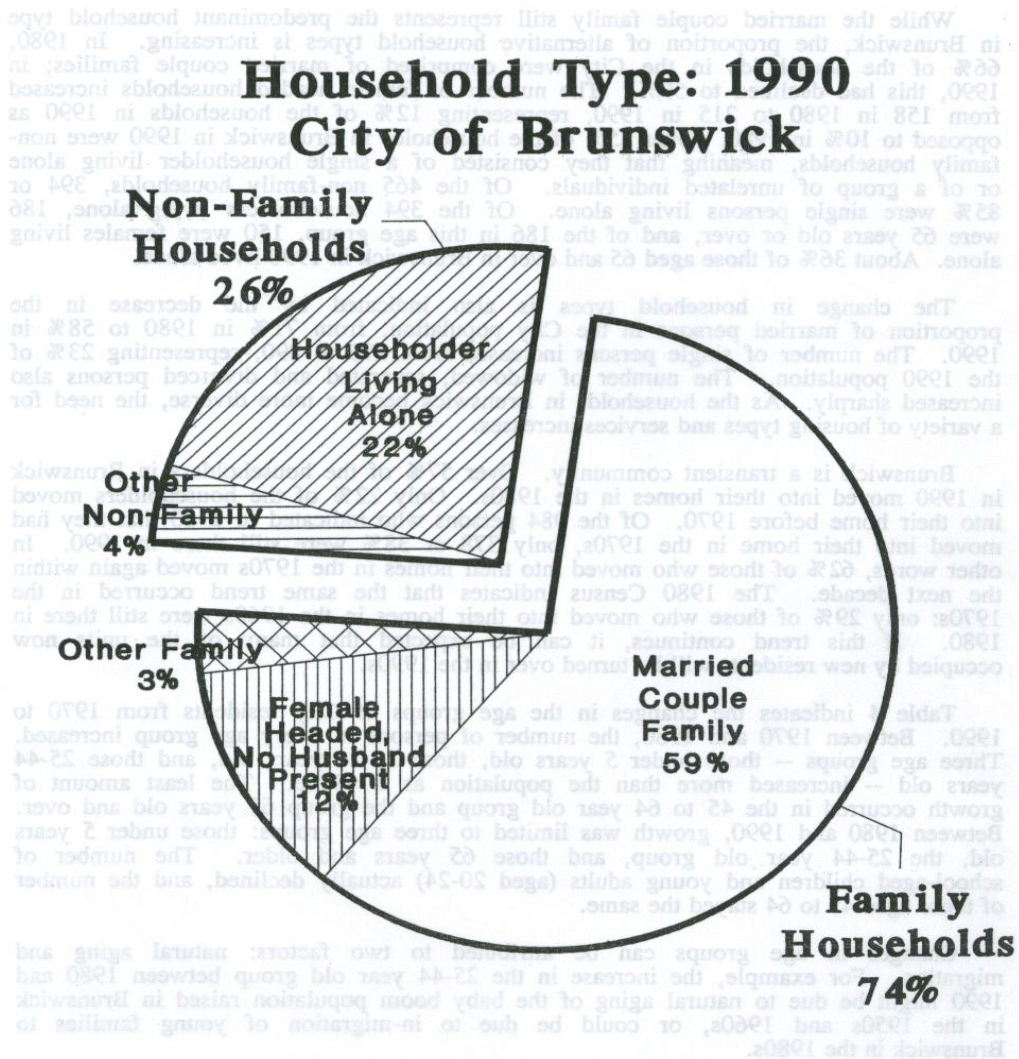
The change in household types is also indicated by the decrease in the proportion of married persons in the City population, from 71% in 1980 to 58% in 1990. The number of single persons increased from 595 to 890, representing 23% of the 1990 population. The number of widowed, separated and divorced persons also increased sharply. As the households in Brunswick become more diverse, the need for a variety of housing types and services increases.

Brunswick is a transient community. Over 57% of the householders in Brunswick in 1990 moved into their homes in the 1980s. Only 22% of the householders moved into their home before 1970. Of the 984 persons who indicated in 1980 that they had moved into their home in the 1970s, only 378 or 38% were still there in 1990. In other words, 62% of those who moved into their homes in the 1970s moved again within the next decade. The 1980 Census indicates that the same trend occurred in the 1970s: only 29% of those who moved into their homes in the 1960s were still there in 1980. If this trend continues, it can be expected that many of the units now occupied by new residents will be turned over in the 1990s.

Table 4 indicates the changes in the age groups of City residents from 1970 to 1990. Between 1970 and 1980, the number of persons in every age group increased. Three age groups -- those under 5 years old, those 20-24 years old, and those 25-44 years old -- increased more than the population as a whole. The least amount of growth occurred in the 45 to 64 year old group and the group 65 years old and over. Between 1980 and 1990, growth was limited to three age groups: those under 5 years old, the 25-44 year old group, and those 65 years and older. The number of school-aged children and young adults (aged 20-24) actually declined, and the number of those aged 45 to 64 stayed the same.

Changes in age groups can be attributed to two factors: natural aging and migration. For example,

FIGURE 4



Source: U.S. Census

Table 3
LENGTH OF RESIDENCE: 1970-1990
City of Brunswick

Year Householder Moved into Residence	1970		1980		1990	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
1980-March 1990					1,038	57.3%
1970-1979			984	64.5%	378	20.9%
1960-1969`	608	53.0%	182	11.9%	181	10.0%
1950 or earlier	<u>539</u>	<u>47.0%</u>	<u>359</u>	<u>23.5%</u>	<u>213</u>	<u>11.8%</u>
Total Households	1,147	100.0%	1,525	100.0%	1,810	100.0%

Source: U.S. Census, May 1992

TABLE 4
AGE GROUPS: 1970-1990
City of Brunswick

Age Group	1970	1980	1970-80 % Change	1990	1980-90 % Change
Under 5 years	286	384	34%	441	15%
5 to 19 years	967	1,199	24%	1,170	-2%
20 to 24 years	276	371	34%	363	-2%
25 to 44 years	837	1,308	56%	1,760	35%
45 to 64 years	796	861	8%	861	0%
65 years and older	404	449	11%	522	16%
Total	3,566	4,572	28%	5,117	12%

Source: U.S. census, May 1992

TABLE 5
CHANGE IN AGE COHORTS: 1980-1990
City of Brunswick

Age Cohort	1980	1990	1980-90 Change in Cohort
9 years and under	775	908	
10-19 years old	808	703	-9%
20-29 years old	791	847	5%
30-39 years old	682	910	15%
40-49 years old	441	616	-10%
50-59 years old	435	414	-6%
60-69 years old	346	386	-11%
70 years and older	294	333	-4%
TOTAL	4,572	5,117	

Source: U.S. Census, May 1992

the increase in the 25-44 year old group between 1980 and 1990 might be due to natural aging of the baby boom population raised in Brunswick in the 1950s and 1960s, or could be due to in-migration of young families to Brunswick in the 1980s.

Table 5, which traces 10 year age cohorts from 1980 to 1990, demonstrates the effect of migration on the population. It is clear from the table that those who were in their teens and twenties in 1980 cannot account for the full number of persons in their twenties and thirties in 1990. Therefore, net in-migration explains the large increase in this age group.

While young families moved into Brunswick in the 1980s, it appears that older families migrated out of Brunswick. The 9 % decline in the cohort of residents now in their forties, fifties and sixties was larger than would be expected by natural mortality, which might account for a 2-5% decline. This net out-migration also explains the decline in the size of the group who are now teenagers. Perhaps this out-migration can be explained by the fact that housing prices in Brunswick are lower than other parts of Frederick County and Montgomery County. Young families move to Brunswick to purchase their first home, and, after gaining equity and a higher income, move out of Brunswick into higher priced housing.

Finally, Table 5 indicates that the increase between 1980 and 1990 in persons 65 years and older is explained by natural aging rather than in-migration. The size of the group over 70 in 1990 was 48% less than the group over aged 60 in 1980. It is likely that both mortality and net out-migration to retirement locations account for this decline.

Economic Characteristics

The U.S. Census reported that 2,637 Brunswick residents were in the labor force in 1990. The labor force consists of employed persons as well as unemployed persons actively seeking employment. About 30% of the persons 16 years and over were not in the labor force. At the time of the Census, 5.8% of those in the labor force were unemployed.

Between 1980 and 1990, the proportion of City residents in the labor force increased from 59% to 70%. The dramatic increase in the proportion of females in the labor force partly explains this increase. The Census figures also indicate that the majority of mothers of children under 18 are in the labor force: 66 % of females with children under 18 years old are part of the labor force. About 60% of the children under 18 years old in Brunswick in 1990 lived in families where all parents present in the household were in the labor force.

Brunswick residents are increasingly employed in "white collar" managerial, professional specialty, technical and sales occupations. In 1990, 27 % of the employed persons were engaged in these occupations, as compared with 18 % in 1970. The proportion of Brunswick residents in "white collar" occupations in 1990 was less than the 44 % of Frederick County workers in these occupations. A declining proportion of Brunswick workers are engaged in administrative support occupations, which accounted for 20% of the 1990 work force and 26% of the 1980 work force. "Blue collar" occupations--precision production, craft and repair occupations, operators,

TABLE 6
OCCUPATION DISTRIBUTION: 1970-1990
City of Brunswick and Frederick County

<u>Occupation</u>	City of Brunswick			Frederick Co.
	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>1990</u>
Managerial, Professional, Specialty, Technical & Sales Occupations	18%	21%	27%	44%
Administrative Support	26%	23%	20%	17%
Service Occupations	13%	14%	11%	11%
Farming, Forestry and Fishing		1%	3%	3%
Precision Production, Craft & Repair Occupations	22%	19%	19%	14%
Operators, Fabricator, Laborers	<u>21%</u>	<u>22%</u>	<u>20%</u>	<u>11%</u>
TOTAL	100%	100%	100%	100%

Source: U.S. Census, May 1992

TABLE 7
EMPLOYMENT DISTRIBUTION BY INDUSTRY: 1990
City of Brunswick and Frederick County

<u>Industry</u>	<u>Brunswick</u>	<u>Frederick Co.</u>
Agriculture, Forestry and Fisheries	4%	4%
Mining	—*	—*
Construction	13%	12%
Manufacturing	15%	12%
Transportation	9%	3%
Communications & Other Public Utilities	4%	3%
Wholesale Trade	3%	4%
Retail Trade	13%	15%
Finance, Insurance and Real Estate	8%	8%
Service Industries	24%	31%
Public Administration	<u>7%</u>	<u>8%</u>
TOTAL	100%	100%

Source: U.S. Census, May 1992

TABLE 8
MEANS OF TRANSPORTATION TO WORK: 1980-1990
City of Brunswick

	1980		1990	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
Drove Alone	759	41%	1,607	66%
Carpool	697	38%	537	22%
Public Transportation	237	13%	190	8%
Walked or Worked at Home	132	7%	88	4%
Other Means	20	1%	20	1%
Total Workers 16 years or older	1,845	100%	2,442	100%
Mean Travel Time to Work (minutes)	36.0		35.5	

Source: U.S. Census, May 1992

TABLE 9
INCOME DISTRIBUTION: 1990
City of Brunswick and Frederick County

	Brunswick		Frederick Co.	
<u>Income Range</u>	<u>Percent</u>	<u>Cumulative</u>	<u>Percent</u>	<u>Cumulative</u>
Less than \$5,000	3%	3%	3%	3%
\$5,000–\$9,999	6%	9%	5%	8%
\$10,000–\$14,999	8%	17%	5%	13%
\$15,000–\$24,999	22%	39%	12%	25%
\$25,000–\$34,999	17%	56%	15%	40%
\$35,000–\$49,000	22%	78%	24%	64%
\$50,000–\$74,999	17%	95%	24%	88%
\$75,000–\$99,999	2%	97%	8%	96%
\$100,000–\$149,999	2%	99%	3%	99%
\$150,000 or more	1%	100%	1%	100%
Median Household Income		\$30,630		\$41,382

Source: U.S. Census, May 1992

fabricators and laborers--continue to account for a large proportion of Brunswick workers. In 1990, 39% of Brunswick workers were employed in these occupations.

When compared with Frederick County workers, a larger proportion of Brunswick workers were employed in construction, manufacturing and transportation industries in 1990: 37%, as compared with 27% of County workers. A smaller proportion of Brunswick workers (24%) were employed in service industries than County workers (31%).

An increasing proportion of Brunswick workers drove alone in a private vehicle to work. In 1980, 41% of Brunswick workers drove alone as compared with 66% of workers in 1990. A declining number of workers car pooled or used public transportation. The decline in use of public transportation occurred despite increases in the ridership on the MARC trains, suggesting that commuters from the surrounding areas are using the MARC at an increasing rate. The decline in the number of persons car pooling and using public transportation is probably explained by lower gasoline prices relative to the cost of living, as well as the shift of employment locations to suburban areas which are less accessible by public transit.

The 1989 median income for Brunswick households was \$30,630, substantially less than the median income for Frederick County of \$41,382. Nearly 40% of Brunswick households earned less than \$25,000 in 1989, with 17% (295 households) earning less than \$15,000. Only 5% or 89 households earned \$75,000 or more in 1989.

The U.S. Census reported that 270 (5.3%) of 5,104 persons in Brunswick were living below the poverty level in 1989. This represented an increase of 58 persons from 1980. Children under 18 represent an increasing proportion of the people living in poverty: 43% in 1990 as compared with 24% in 1980. About 7.6% of children under 18 in Brunswick in 1990 lived below the poverty level. Senior citizens represent a declining proportion of those in poverty: 15% in 1990, compared with 34% in 1980. While only 3.3% of all families were living below the poverty level in 1990, over 9.6% of female headed families were living below the poverty level.

Education levels of Brunswick residents have increased over the last twenty years. In 1970, 32% of those over 25 years old were high school graduates. In 1980, that proportion increased to 52%, and in 1990 over 72% were high school graduates. The number of residents over 25 years old who have attended college increased from 347 in 1980 to 876 in 1990, representing 13% and 28% of the total persons over 25, respectively.

Population Projections

Plans for future land uses and community facilities and services must have as their basis the size of the future population. Population projections are based generally on certain assumptions about future birth rates, death rates, household sizes, migration trends and economic growth. Household sizes, for example, are projected to continue to decline, although not as dramatically as in the last two decades. Historic growth rates, County and regional population growth rates, and development potential were considered when developing alternative population projections for Brunswick. Low, moderate and high growth alternatives were developed based on various

TABLE 10
POPULATION PROJECTIONS: 2000, 2010
City of Brunswick

	<u>1990</u>	<u>2000</u>	<u>2010</u>	<u>1990–2000</u> Change		<u>2000–2010</u> Change		<u>1990–2010</u> Change	
				<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
City of Brunswick									
Average Household Size	2.81	2.74	2.64		-2.6%		-3.8%		
Low Growth Alternative									
Households	1,820	2,020	2,220	200	11.0%	200	9.9%	400	22.0%
Population	5,117	5,535	5,861	418	8.2%	326	5.9%	744	14.5%
Moderate Growth Alternative									
Households	1,820	2,120	2,620	300	16.5%	500	23.6%	800	44.0%
Population	5,117	5,809	6,917	692	13.5%	1,108	19.1%	1,800	35.2%
High Growth Alternative									
Households	1,820	2,420	3,020	600	33.0%	600	24.8%	1,200	65.9%
Population	5,117	6,631	7,973	1,514	29.6%	1,342	20.2%	2,856	55.8%
Brunswick Planning Region	11,978	16,050	17,296	4,072	34.0%	1,246	7.8%	5,318	44.4%
Frederick County	150,208	203,170	243,600	52,962	35.3%	40,430	19.9%	93,392	62.2%

Sources: U.S. Census; Frederick County Planning Department; May 1992

assumptions about County and regional population growth, employment development, utility availability, and housing demand.

Low growth alternative: Under this alternative, Brunswick's growth over the next twenty years will reflect the slower growth characteristic of the late 1980s. This could be due to one or a combination of the following occurring:

- Prolonged economic stagnation
- Low housing demand
- Limited employment development in Frederick, upper Montgomery and Loudoun Counties.
- Limited water and sewer capacity due to lingering inflow and infiltration problems.
- Regional growth mostly focused in Jefferson or Point of Rocks.

Under a low growth alternative, growth would be limited to the additional 400 dwelling units which could be built using the existing available sewer and water taps. Assuming that development is spread out over the twenty year period, the population of Brunswick would be about 5,535 in the year 2000, about 8.2% larger than the 1990 population of 5,117. By 2010, the City would grow an additional 5.9%, to 5,860 persons.

Moderate Growth Alternative: A moderate growth alternative is based on the assumption that Frederick will continue to grow both in terms of residential and employment development, as part of the growth focused in the Washington D.C. area. The City of Brunswick would gradually assume an increasingly important role as a regional center within Frederick County. The following trends would be expected under this alternative:

- Gradual economic recovery.
- Increased housing demand over time.
- Continued employment development in Frederick, upper Montgomery and Loudoun Counties.
- Water and sewer capacity available to meet demand.
- Regional growth gradually becomes more focused in Brunswick rather than Jefferson.

Under a moderate growth alternative, it is assumed that the growth rate for Brunswick will increase gradually over time. Therefore, more growth would occur in the 2000-2010 period than in the 1990-2000 period. Between 1990 and 2010, 300 households would be added to the City, bringing the City's population to about 5,800 persons. Between 2000 and 2010, 500 households would add about 1100 residents, for a total population of 6,900 in 2010.

High Growth Alternative: Finally, under a high growth alternative the City of Brunswick will grow at a rate comparable to the growth rate projected for Frederick County as a whole. The

following trends would be expected:

- Immediate economic recovery, with minimal periods of economic stagnation.
- High housing demand.
- High employment development in Frederick, upper Montgomery and Loudoun counties.
- Sewer and water capacity available to meet demand.
- Regional growth mostly focused in Brunswick throughout the 20 year period.

Under a high growth alternative, 600 additional households would be added to the City in each of the next two decades. The population of the City would be 6,630 in 2000 and nearly 8,000 in 2010.

NATURAL FEATURES

The amount, type, extent and intensity of development on land is often constrained by the physical characteristics of the land itself. This is particularly true in Brunswick, where the Potomac River and steeply sloped ravines have dramatically shaped the pattern of development. Some physical features, such as wetlands and some woodlands, serve an important ecological function and should therefore be protected from development. Other features, such as floodplains, should be protected from development because of potential hazards from natural disasters.

The purposes of this chapter are: 1) to describe the physical characteristics of the land in Brunswick and its vicinity; 2) to identify constraints to development; 3) to identify physical features which should be protected from development; and 4) to set forth recommendations and policies for the protection of sensitive natural resources.

Geology and Mineral Resources

Geologic information is important to land planning because rock structure and type influence land form and surface drainage patterns.

The lower Middletown Valley, of which Brunswick is a part, is within the Blue Ridge Province, one of two major physiographic provinces found in Frederick County. The province lies between Catoctin Mountain and South Mountain and extends into western Maryland.

The Middletown Valley is floored with bedrock of Precambrian gneiss and slightly metamorphosed volcanic rocks of the young Precambrian age. The topography of the valley is characterized by rolling terrain cut by deep, narrow stream valleys. The two mountain ridges on either side of the valley (Catoctin and South Mountains) are composed of a thick layer of quartzite bedrock of Early Cambrian age. The quartzite is very resistant to weathering and erosion, which enables the ridges to stand out in topographic relief as mountains above the more easily eroded bedrock of the Middletown Valley.

Soils in the Middletown Valley area tend to be deep because of the relative nonresistance of the bedrock to weathering. Knobs of more resistant bedrock protrude through the soil and are seen as rounded out-croppings throughout the region.

The geology of an area also determines groundwater yields. The gneiss found in Brunswick is classified in Hydrologic Unit III, which contains the poorest aquifers. The average well yield is seven gallons per minute (gpm). The City of Brunswick, however, is not solely dependent on groundwater or springs for its water supply. The Potomac River is a vast and reliable water resource for the City.

Many geologic resources in Frederick County are currently mined, although none are located in the Brunswick region. Limestone, shale, and stone aggregate are mined in the Frederick Valley, east of Catoctin Mountain. No mineral resources in the Brunswick region have been identified for potential mining or recommended for conservation in the Frederick County Comprehensive Plan,

Soils

Soils information indicates an area's suitability for various land uses. Most of the soils in the Brunswick area are classified as Myersville Fauquier loams, which are deep, well drained soils that formed in materials weathered from metabasalt, or greenstone. They are high in fertility and productiveness. Their suitability for development depends on the slope of the land; steep slopes are less suitable for development.

Topography

Topography is perhaps the most significant natural feature to consider when planning for future land uses in Brunswick. A high plateau originates in the area of the MD Route 17 and U.S. 340 interchange and extends eastward for about three miles to the banks of Little Catoctin Creek. MD Route 17 (between U.S. 340 and Petersville Road), Souder Road, and the village of Rosemont are located on this high plateau.

A series of subordinate plateaus or fingers of land extend southward from the main plateau toward the Potomac River. These plateaus and the steep slopes and ravines marking their edges define and shape neighborhoods within the City of Brunswick. North-south streets generally run along the tops of these subordinate plateaus. On the east side of the City, the Woodside station development and the school complex lie on one plateau. Steep slopes separate this plateau from areas to the south and west. The next plateau defines the area along Ninth Avenue. Gum Springs hollow separates this area from the third hill on which the old high school was located. Second Avenue runs along the spine of a fourth hill. A long steep ravine separates this hill from the fifth hill along which Maple Avenue runs. Another long steep ravine on the west side of Maple Avenue drains toward Martins Creek, which meanders along Petersville Road. The sixth plateau is located on the west side of Petersville Road. The west end neighborhood is located on the southern bank of this plateau. Dutchman's Creek marks the western boundary of this hill, thus separating the plateau to the west from the corporate limits of Brunswick. The hills in Brunswick define neighborhoods from east to west and also from south to north. The downtown area is found at the base of the hills along the railroad and Potomac River.

The ravines which separate the plateaus vary in length and steepness. The ravines on the west side of the City tend to be longer, extending from north to south nearly the entire length of the City. On the east side of the City, the ravines extend only partway up to the northern boundary of the City. The hills on the east side of the City tend to have steeper slopes at their southern boundary than those on the west, severely limiting north-south road connections on the east side of the City. Throughout the City, the steep slopes limit east-west access; Potomac Street and Souder Road are the longest east-west connectors.

The ravines separating the hills in the City represent severe development constraints and therefore remain largely undeveloped. Steep slopes which are sensitive to development generally include the ravines which exceed grades of 35 percent. The City's Open Space Zoning in these areas for

the most part prohibits development in the steepest areas, and the Subdivision Regulations prohibit roads which exceed 15 percent grades. Many of the existing streets in Brunswick could not be built under today's standards. There are, however, several areas in the City zoned for development in which houses have been built on steep grades and roads extended down steep slopes. As development pressures in Brunswick increase and as the number of level and easily developed lots decreases, demand for development of marginal, steeply sloped lots can be expected to increase.

Hydrology

The Potomac River is the most significant water resource in the Brunswick area. Historically, the river brought the City's first residents, as Brunswick was established as a trading post for travelers along the river. The development of the C&O Canal along the Potomac brought the first wave of growth to the City in the 1800s. Use of the river and canal as transportation route declined with the advent of the railroad, so today the river serves as a scenic, recreational and water supply resource. Careful planning is required to insure that it will continue to be available as a resource in the future.

The Potomac River marks the southern boundary of the City of Brunswick, Frederick County and the State of Maryland. To the south of Brunswick lies Loudoun County, Virginia. The river originates in West Virginia and drains into the Chesapeake Bay south of Washington, D.C. Its total drainage area of 14,670 square miles includes all of Frederick County, part or all of six other Maryland counties, as well as parts of Virginia, West Virginia and Pennsylvania. Within Frederick County, Catoctin Creek and the Monocacy River are the main tributaries draining into the Potomac. Several streams that flow through Brunswick also drain directly in the Potomac.

Water discharge on the Potomac River is recorded at Point of Rocks, six miles east of Brunswick and east of Catoctin Creek. The average discharge at Point of Rocks is 9,365 cubic feet per second. The maximum discharge was recorded in 1936 at 480,000 cubic feet per second, and the minimum was 530 cubic feet per second in 1966. The average width of the Potomac River in Frederick County is about 1,000 feet. The bottom of the river falls an average of 2.6 feet per mile through Frederick County. Because it is a large and swiftly flowing river, the Potomac River today has relatively good water quality and remains a major recreational asset and water supply source to Brunswick.

As a recreational resource, the Potomac River is used for boating, canoeing, kayaking, and fishing. Small mouth bass, sunfish, catfish, and carp are among the fish commonly found in this section of the river. The C&O Canal National Park and the Brunswick Campsite provide recreational access to the river.

There are several streams in Brunswick which drain the plateaus extending through the City. Martin's Creek is the largest stream, extending along Petersville Road and through the downtown area. To the west of the City limits are Dutchman's Creek and its tributary. Several smaller unnamed streams cut through the ravines found between Maple Avenue and Second Avenue and Fifth Avenue, in Gum Springs hollow, and between Ninth Avenue and the Woodside Station

development.

Floodplains and Wetlands

Floodplains and wetlands are areas of particular concern in land use planning. Not only do these areas represent potential flood hazards to development, they are environmentally sensitive to the effects of development as well. Floodplains are defined in several ways: one hundred year flood plain, standard project flood plain, and soils flood plain. One hundred year floods are defined as those that could occur once in 100

years on average. One hundred year floodplains are delineated by the Federal Emergency Management Agency (FEMA) for inclusion in their flood insurance program. The standard project flood plain is defined as the reasonable upper limit of flooding in an area, so includes a more extensive area than the 100 year flood plain. Soils flood plains are identified as areas with soil types which are characteristic of flood plain areas.

Most of the flood plain areas in Brunswick are located along the Potomac River. FEMA-delineated 100-year floodplains include the C&O National Park, the Brunswick Campsite and part of the railroad property. Structures in the 100 year flood plain include the campsite trailer, the sewage treatment plant, the water intake and pumping station, the round-house, and a CSX maintenance shed.

The Baltimore District Corps of Engineers delineated the standard project flood plain for the Potomac River in 1975. The standard project flood plain extends beyond the 100-year flood plain. Several structures are included within this flood plain, including the train station, and structures on Walnut Street, S. Delaware Avenue, S. Virginia Avenue, S. Maryland Avenue, and S. Maple Avenue.

A draft flood management study for Brunswick was completed in the fall of 1991. The report focused on Martin's Creek and included a delineation of the 100 year flood plain along its banks. About forty structures, located on Maple Avenue, Potomac Street, or Petersville Road are within or in the vicinity of the delineated flood plain. The other streams in Brunswick were noted in the study to have small contributing drainage areas and apparent adequate capacity to carry large flows without overtopping the banks of the stream.

Non-tidal wetlands are important to maintaining the local ecosystem. They control flood waters, support fish and wildlife, and filter suspended sediments and chemicals before they enter the ground or surface water. Federal and State regulations provide for the protection of non-tidal wetlands and control disturbance to them. The regulations also define a non-tidal wetland as "an area that is inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances does support, a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophytic vegetation." Non-tidal wetland areas are located along the Potomac River in Brunswick. One of the small islands along the Potomac River in Brunswick has been identified as a wetland of special state concern because it is a habitat for an endangered plant species. Upland wooded wetlands are also associated with Dutchman's Creek west of the City.

Woodlands

Woodlands are a beneficial resource for many reasons. Wooded areas stabilize steep slopes and slow urban runoff. Within stream and river valleys, trees act as filters to sediment and pollutants which would otherwise pollute the water, and their shade helps maintain cool temperatures for fish and wildlife species. Woodlands act as screens and buffers as well, separating incompatible land uses and breaking the monotony of dense development.

Within the City of Brunswick, wooded areas are found in the stream valleys and along the Potomac River. Wooded areas also surround the City on the east and west sides. While some of the wooded areas are protected by Open Space zoning, the Open Space zoning does not protect all of the wooded areas of the City.

Rare, Threatened and Endangered Species

The Maryland Natural Heritage Program has identified a number of rare plant and animal species in Frederick County. While the species have been identified, information concerning the exact location of their habitats is not available. Rare species which occur in Frederick County are often found in wetlands and rich forest lands. Some of the rare species are on the State's official threatened and endangered species list, and others are proposed to be added to it.

Any rare, threatened and endangered species in the Brunswick area are most likely located along the Potomac River in the C&O Canal National Park and Brunswick Campsite areas, where there are some wetland and woodland areas. In fact, one of the islands along the river has been identified as the habitat of a rare plant species. The canal is protected from development by its park status, although some of the islands in the Potomac River are privately owned. Flood plain regulations also restrict development in this area.

Natural Features Plan Proposals

The Maryland Planning Act of 1992 requires that Master Plans contain goals, objectives, principles, policies and standards designed to protect sensitive areas from the adverse effects of development. In Brunswick, sensitive areas include streams and rivers and their buffers, 100-year floodplains and wetlands, the habitats of threatened and endangered species, and steep slopes.

Rivers and Streams and their Buffers

The rivers and streams which should be protected within Brunswick and its surrounding area include the Potomac River, Dutchman's Creek, Martin's Creek, the streams on each side of Second Avenue, Gum Spring, the stream between Ninth Avenue and Woodside Station, and Little Catoctin Creek. These streams represent the steep ravines which define the topography of Brunswick. These stream valleys are shown on the Master Plan Map as Open Space-Conservation areas. The boundaries were determined by the width of the stream itself, the limits of any associated flood plain, existing lot lines, the limits of development and woodlands, and the extent of steep slopes greater than 35 percent. Privately owned lots of record and paper streets are included within the Open Space-Conservation designation. Restrictive zoning, such as the current

Open Space District, should be used to protect these stream valleys from inappropriate development. The Open Space District permits a limited amount of development to occur on lots of record provided a number of strict standards can be met, thus protecting the steep slopes and woodlands from excessive development.

The Potomac River and its buffer are primarily protected in Brunswick through public park status. Its designation as Open Space on the Plan as well as the City's flood plain regulations also serve to protect the sensitive area along the river. The City's flood plain regulations are particularly important in limiting development on the part of the railroad property which is located in the 100-year flood plain. The water quality of the Potomac River is primarily controlled by State regulations.

Dutchman's Creek and Little Catoctin Creek are currently located outside the City, but are within the City's proposed future annexation limits. When the properties on which these streams are located are developed, the stream valleys should be protected from development through use of the Open Space or other protective zoning classification and through dedication of these areas to public or homeowner's association ownership. The boundaries of these stream valleys should be more specifically defined when these properties are developed. The protected area should include the streams, any associated flood plains and wetlands, associated woodlands, and steep slopes along the banks exceeding 35 percent.

Martin's Creek has been the subject of a study by the State Department of Natural Resources. A draft report delineated 100-year flood plain along the stream. The recommendation to officially designate this area as 100-year flood plain has not been adopted by the City or the Federal Emergency Management Agency (FEMA). If the area were officially designated, the affected property owners would be subject to the limitations imposed by the City's flood plain regulations. The regulations would be particularly problematic for developed properties located in the City's downtown, and might impose limitations on the capacity of some downtown business to expand. The stream is channeled through the downtown via underground pipes. Instead of designating part of the downtown as a sensitive area, the adequacy of flood control in the downtown area should be addressed in a later study. The Plan does designate the northern, above ground section of the Martins Creek stream valley (north of West C Street) as Open Space-Conservation.

As a long term protective measure, this Plan would recommend that the City explore alternative approaches to making the privately owned lots located within the designated stream valleys permanent open space. Approaches might include public acquisition of lots or development right easements, property tax abatement, or incentive programs for donation of properties. This would ensure that these sensitive areas are protected from development.

100-Year Floodplains and Wetlands

The 100-year floodplains and wetlands in Brunswick are located along the Potomac River. Only a few structures are located in the flood plain area. These areas are adequately protected from development as public parkland and by the Open Space Plan designation, the City's flood plain

regulations and State regulations.

Habitats of Threatened and Endangered Species

The only known habitat of a threatened and endangered species in the Brunswick area is located in the C&O Canal National Park located along the Potomac River. The park provides adequate protection of the habitat.

Woodlands

Woodland areas in Brunswick will be protected by the Forest Resource Ordinance of Frederick County. The purpose of the Ordinance is to provide for the conservation, protection and planting of trees to produce forested area. The County will administer and enforce the Ordinance for the City. The Ordinance applies to persons making application for a subdivision, a grading permit, or sediment control permit on areas greater than 40,000 square feet in size. The Ordinance sets forth guidelines and requirements for forest retention, replacement and afforestation (planting trees in cleared areas). Off-site planting is permitted if on-site planting is not possible; payment into a forest conservation fund is also possible.

Steep Slopes

All of Brunswick is characterized by steep slopes. Many of the structures and roads in Brunswick were constructed on slopes exceeding 35 percent. For the purposes of this Plan, steep slopes are defined as areas which exceed 35 percent slopes. Construction on slopes can cause erosion and drainage problems, and be detrimental to water quality in streams and rivers. While many mistakes of the past cannot be reversed, this Plan includes several recommendations to insure that the detrimental effects of development on steep slopes are prevented in the future.

First, the steep stream valleys which traverse Brunswick and its vicinity are designated as Open Space - Conservation on the Plan map. Other steeply sloped lots are also designated Open Space - Conservation; these areas include properties located on the west side of Petersville Road, on the south side of East A Street, on the north side of Potomac Street, and the area to the south of the Woodside Station development. The areas designated Open Space - Conservation should be the focus of efforts to preserve and replant trees to stabilize the slopes and the subject of restrictive zoning. Any disturbance or development in these areas should be subject to strict compliance with sediment and erosion control standards.

When planning new developments in Brunswick, every effort should be made to protect the steeply sloped parts of the property. The Manchester Village and Woodside Station developments are examples of developments which were designed to protect steep areas. The trees on slopes should be preserved, and where trees are not existing, planting efforts should be made through implementation of the Forest Resource Ordinance.

This Plan also recommends that new commercial development occur on slopes less than 20 percent. Industrial development should be focused in areas with slopes in the 0 to 15 percent

range. Within a development, steeply sloped areas can be used as open space, buffer areas, and recreation.

Natural Features, Policies and Recommendations

- *New developments will be planned and designed so as to minimize adverse effects on sensitive natural features, particularly strewn valleys and their buffers, 100-year floodplains and wetlands, and steep slopes. The City will encourage the use of development techniques which cluster development on appropriate parts of the site.*
- *Future industrial and development will be located in areas with slopes of 15 percent or less, commercial development will be located in areas with slopes of 20 percent or less.*
- *The City will explore approaches to maintaining privately owned, Open Space - Conservation areas as permanent open space.*
- *Strewn valley areas, with the adjoining slopes exceeding 35 percent, will be protected from development.*
- *The City will assess procedures for evaluating the storm water management and sediment control impacts of all developments, particularly those occurring on lots of record. The City will coordinate review of plans with the County Department of Public Works. The City will establish review procedures for developments in which the County does not require storm water management or sediment control plans to be reviewed or implemented.*
- *The City will undertake a study to review the adequacy of the channelization of Martins Creek in the downtown area for flood control.*
- *The City will review its road construction standards to insure that steep slopes are protected in the development of new roads.*
- *All City facilities will fully comply with State water quality standards and regulations. All City industries will also comply with all State environmental standards and regulations.*

LAND USE

Information about the existing land use pattern and development trends is essential to the development of a land use plan. This information is used to define neighborhoods and their relationship to other land uses such as schools, parks and commercial areas. Undeveloped parcels are identified and delineated as areas for future development. The future development potential of undeveloped parcels is also assessed.

The purposes of this chapter include the following: 1) To describe the land use and development pattern of the City of Brunswick; 2) To describe the existing zoning regulations in Brunswick; 3) To inventory undeveloped parcels and determine their development potential; 4) To evaluate the effectiveness of the existing land use regulations; 5) to describe the land use recommendations shown on the Master Planning; and 6) to set for policies and recommendations concerning land use.

Existing Land Use

A land use survey was conducted to collect and map land use information. The principal land use for each parcel was determined by visual inspection. The field results were supplemented and verified by consulting other data sources, such as the City planimetric maps, aerial photographs, and building permit information. The land use information was shown on a 1" to 400' scale City property line map. Land uses were classified into ten categories: Single family and duplex residential; townhouse residential; multi-family residential; commercial; light industrial; railroad; public and semi-public; parks, recreation, and open space; streets and roads; and undeveloped land.

The City of Brunswick encompasses a land area of approximately 1,260 acres or nearly 2 square miles. Of this, about 900 acres (71%) are developed and 360 acres (29%) are undeveloped. Of the developed areas, about 273 acres are in residential use, 25 acres are in commercial use, 5 acres are in light industrial use and 153 acres are used by the railroad. An additional 109 acres are in public and semi-public uses (including schools, City buildings, churches, cemeteries, and community service organizations); 164 acres are included as parks, recreation and open space areas; and 171 acres are streets, roads, rights-of-way, and paper streets.

Undeveloped land accounts for the remaining 360 acres (29%) of the land in Brunswick. Just over 100 acres of undeveloped land is subdivided into lots of record dating back to when the City was laid out by the railroad. About 260 undeveloped acres are found in larger, unsubdivided parcels. Not all of the undeveloped land in Brunswick is suitable for development due to topographic constraints.

The City of Brunswick is generally characterized by a compact development pattern. Developed lots are generally less than 10,000 square feet, or 1/4 acre, in size. While more recently developed areas are characterized by uniform and neatly separated land uses, most of the older parts of Brunswick are characterized by a mix of dwelling unit types and ages as well as occasional non-residential uses.

TABLE 11
EXISTING LAND USE: 1992
CITY OF BRUNSWICK

<u>Type of Land Use</u>	<u>Area (Acres)</u>	<u>% of Total Land in Use</u>
Single and Two Family Residential	253	28.1%
Townhouse	10	1.1%
Garden Apartment	<u>10</u>	<u>1.1%</u>
Total Residential Use	273	30.3%
Commercial	25	2.8%
Light Industrial	5	0.6%
Railroad	<u>153</u>	<u>17.0%</u>
Total Commercial & Industrial	183	20.4%
Institutional	109	12.1%
Recreation/Parks/Open Space	<u>164</u>	<u>18.2%</u>
Total Public & Semi-Public	273	30.3%
Streets and Roads	171	19.0%
Total Land in Use	900	100.0%

Source: Frederick County Planning Department, October 1992

Residential Development: Residential development accounts for 273 acres in Brunswick and is the predominant land use extending through the City. Single family and duplex residential uses account for most of the residential land in Brunswick; townhouses and garden apartments account for about 20 acres. Within the single family areas and in the downtown are occasional multi-family structures. Because these structures are difficult to identify, their acreage was combined with that of single family and duplex residences.

Because of its compact development pattern, it is difficult to clearly delineate neighborhoods within Brunswick. The topography of the City helps define some areas, as each plateau or hill is separated by steep ravines on each side. Therefore, the spine street running along the ridge of each plateau, such as Maple Avenue, Second Avenue or Ninth Avenue, can be used to identify neighborhoods within the City. The City's West End is a well-defined area on the west side of Petersville Road, and is characterized by long narrow lots and houses which are built close together. New subdivisions, such as Woodside Station, Manchester Village and Brunswick Heights are also easily identified as neighborhoods.

According to the U.S. Census, there were 1,865 dwelling units in Brunswick in 1990. Nearly two-thirds (65%) of the units were single family detached dwellings or mobile homes. About 16% or 302 units were attached units such as townhouses or duplexes. The remaining 352 units (18 %) were multi-family units.

In 1990, 1,810 units (72%) in Brunswick were owner occupied. Renter occupied units totaled 462 (25%) and 55 units were vacant (3%). Between 1970 and 1980, the proportion of owner occupied units increased from 65% to 71%. This proportion did not change significantly between 1980 and 1990.

Commercial Development : Commercial development, including retail, service, and office uses, occupies about 25 acres in Brunswick, or 2 % of the City's land. Commercial uses are scattered within the City. The largest amount of commercial acreage is located along Souder Road at the intersection of Maple Avenue, where the Brunswick Shopping Center and several other commercial uses are located. The downtown area also contains a cluster of small commercial storefronts. Unlike the shopping center area, the downtown is an area of mixed land uses, including residential, public and semi-public uses as well as commercial uses. Commercial uses are also found along Souder road near Ninth Avenue, along Petersville Road, and along West Potomac Street near the City's western boundary.

Industrial and Railroad Uses: The railroad occupies about 153 acres, or 12% of the land in Brunswick. The railroad once formed the industrial base for the City and was the primary employer in the area. The railroad's function in Brunswick has shifted from employment to transportation service. Brunswick is now the location of a station along the commuter rail line extending from West Virginia to Washington, D.C.

Besides the commercial uses in Brunswick, the City has a limited employment base. Light industrial uses include a millwork plant on East D Street, a craft kits assembly operation on

Delaware Avenue, and an agricultural cooperative on Souder Road. Light industrial uses occupy a total of about five acres in Brunswick.

Public and Semi-Public Uses: Public and semi-public uses include schools, public buildings and facilities, churches, cemeteries, and properties owned by non-profit groups such as the American Legion. These uses occupy about 110 acres in Brunswick or about 9 % of the City's land. The largest of these uses are the schools and cemeteries.

Parks, Recreation and Open Space: Parks, recreation and open space areas account for approximately 164 acres or 13% of City's land. The C&O Canal area along the Potomac River is the largest park area in Brunswick. Other park areas include the City Park on Sixth Avenue, Kim Weddle Park on Maple Avenue, the open space around Manchester Village, and the pool and baseball fields on Cummings Drive. Privately owned open space areas surround the Woodside Station development.

Streets and Roads: Streets and roads account for 171 acres of the City's land. This acreage includes more than paved areas; rights-of-way for local streets are generally fifty feet wide while local paved streets are less than twenty feet wide. Also included within this total are "paper" streets for which rights-of-way have been designated but the roads have not been constructed. The acreage of alleys is not included within this category.

Existing Zoning

Open Space District: The Open Space District includes about 270 acres within the City. The areas classified Open Space include the park area along the Potomac River and some of the steep slopes areas extending along the City's streams. The Open Space District regulations permit parks and recreational uses, flood control and water protection works, tree farms and botanical nurseries, and agricultural uses. The regulations were amended in 1990 to permit single family residences on existing lots of record provided a number of condition could be met.

Agriculture District: The A-1 Agriculture District serves as a holding zone for future development areas. The purpose statement for this district states the following: "Though the District anticipates development in the future, it in the meantime is intended to encourage the continued use of these agricultural areas by discouraging the intrusion of scattered, sporadic and wasteful development until such time as extensive development, at urban densities with the full range of public facilities, is possible. " The Agriculture District permits single family dwellings to be located on 12,000 square foot lots, as well as a number of other uses, such as churches, schools, child care centers and nursery schools, and medical and dental clinics. Areas zoned A-I within Brunswick included undeveloped areas along the City's eastern and western boundaries, as well as the high school, middle school, the Brunswick Medical Center, and the WTRI radio station property. About 284 acres are zoned Agriculture.

Residential Zoning Districts: The Brunswick Zoning Ordinance includes three residential districts: R-1 Low Density, R-2 Medium Density, and R-2 Medium Density - Mobile Home. The Ordinance also allows Planned Unit Developments within the R-1 and R-2 districts. The Planned

TABLE 12
SUMMARY OF LAND USE BY ZONING DISTRICT: 1992
CITY OF BRUNSWICK

<u>Zoning District</u>	<u>Total Land Areas (Acres)</u>	<u>Percent of Total City Land</u>	<u>Land in Use (Acres)</u>	<u>Percentage of Total City Land in Use</u>	<u>Percentage of Total District Land in Use</u>	<u>Undeveloped Land (Acres)</u>
Open Space	270	21.4%	249	27.6%	92.2%	21
Agricultural	284	22.5%	96	10.7%	33.8%	188
R-1	390	30.9%	282	31.3%	72.3%	108
R-2	113	9.0%	99	11.0%	87.6%	14
R-2MH	<u>5</u>	<u>0.4%</u>	<u>5</u>	<u>0.6%</u>	<u>100.0%</u>	<u>*</u>
Total, Residential Districts	508	40.3%	386	42.9%	76.0%	122
B-1	*	-	*	-	100.0%	0
B-2	41	3.2%	31	3.5%	75.6%	10
B-3	6	0.5%	4	0.4%	66.7%	2
I-1	34	2.7%	19	2.1%	55.9%	15
I-2	<u>117</u>	<u>9.3%</u>	<u>115</u>	<u>12.8%</u>	<u>98.3%</u>	<u>2</u>
Total Commercial & Industrial	198	15.7%	169	18.8%	85.4%	29
Total City Land	1,260	100.0%	900	100.0%	71.4%	360

Unit Development section of the Zoning Ordinance "is designed to provide for small and large scale developments incorporating a single type or a variety of residential and related uses which are planned and developed as a unit. "

The R-1 Low Density Residential district accounts for the 390 acres in Brunswick. Nearly all of the older residential areas within the City are zoned R-1. The R-1 District permits single family dwellings on 6,000 square foot lots, two family dwellings on 6,600 square foot lots, and duplex dwellings on 2,750 square foot lots.

The R-2 Medium Density Residential District permits a wider variety of dwelling unit types than the R-1 District: single family, duplex, two family, townhouse and multi-family dwellings are all permitted. The R-2 Mobile Home District permits these uses as well as mobile homes. Required minimum lot sizes range from 5,000

square feet for single family units, to 5,500 square feet per two family dwellings, to 2,750 square feet for duplex dwellings, to 1,800 square feet for townhouses. The R-2 designation currently applies to the newer developments in Brunswick: Manchester Village, Brunswick Heights, and Woodside Station. The area of the old high school property is also zoned R-2, and adjoins a block along East D Street which is zoned R-2 Mobile Home.

Commercial Zoning Districts: The B-1 Neighborhood Business, the B-2 Central Business District, the B-3 Urban Employment, and the HS Highway Service are the four commercial zoning districts in Brunswick. The Highway Service District is not mapped in Brunswick, and the B-1 applies to only one 0.5 acre area on Petersville Road. The B-2 District, the primary commercial zoning district in Brunswick, applies to the downtown area, some parcels along Petersville Road, and to the Brunswick Shopping Center. The B-3 District applies to two blocks on the ends of the downtown commercial area, and to two other parcels. About 41 acres are zoned B-2 and 6 acres are zoned B-3 in Brunswick.

B-1 Neighborhood District, is intended to provide retail and service uses in areas convenient to residences. The B-2 Central Business District is "intended to be the single central shopping service, office and entertainment center for the community and surrounding region. " Business, retail, service, recreational and entertainment uses are permitted, as well as residential uses. Within the downtown area, existing commercial storefronts are required to remain in commercial use, to prevent the area from losing its commercial character. The B-2 district has minimal dimensional requirements. Residential and commercial uses are limited to one (1) dwelling or use per 1,000 square feet of lot area or one (1) per 1,000 square feet of floor area of the building, whichever is greater.

The B-3 Urban Employment district, is intended "to provide sites for low intensity and employment uses which would be compatible with residential development. " Included as permitted uses within the District are residential uses, business and professional offices, and indoor storage and warehouse uses. Other uses, such as limited manufacturing and retail uses, are permitted subject to Board of Appeals approval.

The Highway Service District is "intended to provide for the automobile service and drive-in needs of local and interstate traffic. " Uses such as motels, service station, restaurants, gift shops and auto sales lots are permitted in this District. No areas within Brunswick are currently zoned Highway Service.

Industrial Zoning District: The 1- 1 Light Industrial District and the 1-2 Heavy Industrial District are the industrial zoning districts in Brunswick. The 1- 1 District is intended for the location of both heavy commercial and light industrial uses which are basically similar in nature and too few in number to warrant separate districts. Permitted uses include light manufacturing and assembly uses, research and development industries, warehousing and storage uses, printing and publishing, offices, and a few commercial uses. The Board of Appeals may also approve other uses determined to be of "the same general character" as the other permitted uses. There are two areas zoned I-1 in Brunswick. One area is located along West Potomac Street and Brunswick Street on the west side of the City. The other is located on the east side of Maple Avenue, just south of Souder Road. About 34 acres are zoned I-1 in Brunswick.

The 1-2 Heavy Industrial district comprises 117 acres located along the railroad tracks. The District is "intended to provide areas for high intensity industrial uses that may be objectionable as a consequence of having a high nuisance factor."

Undeveloped Land

About 360 acres, 29% of the City's land is currently undeveloped. Most of the undeveloped land is located in the Agriculture (187 acres) and R-1 (108 acres) zoning district. Most of the other zoning districts have less than 15 undeveloped acres.

Within the undeveloped areas are both subdivided areas containing undeveloped individual lots and unsubdivided parcels which would have to be subdivided prior to development. Many of the subdivided lots of record would be difficult to build on because of topographic constraints.

Residential Development Potential: Future residential development could occur in areas zoned Open Space, Agriculture, or Residential. Development of the undeveloped lots in the Open Space District would be subject to the criteria allowing development in that district; areas without road frontage or with slopes exceeding 35% could not be developed. About 117 undeveloped lots of record are located in the Open Space District.

Nearly all of the undeveloped land in the Agriculture District is located in large, unsubdivided parcels. About 375 dwelling units could be constructed in this district.

The R-1 Residential District contains both existing lots of record and unsubdivided parcels. Many of the 356 lots of record would be difficult to develop because of access and topographic constraints. About 530 units could be constructed in R-1 areas if these constraints could be overcome. An additional 84 units could be constructed in the R-2 District.

The 1,106 total dwelling unit potential under existing zoning represents is therefore based on the

TABLE 13
DEVELOPMENT POTENTIAL OF UNDEVELOPED PROPERTIES: 1992
CITY OF BRUNSWICK

<u>Zoning District</u>	<u>Subdivided Areas</u>		<u>Unsubdivided Areas</u>		<u>Total</u>	
	<u>Acres</u>	<u>Existing Lots of Record</u>	<u>Acres</u>	<u>Potential Lots</u>	<u>Acres</u>	<u>Potential Dwelling</u>
Open Space	17	117	4	0	21	117
Agriculture	*	1	188	374	188	375
R-1	65	356	43	174	108	530
R-2	9	58	5	24	14	82
R-2MH	*	2	0	0	*	2
Total	91	534	240	572	331	1,106

*Less than 1 acre

Source: Frederick County Planning Department, October 1992

assumption that all of the undeveloped lots of record could be developed. Development of as many as one-third of these potential units could be subject to physical constraints, thus likely limiting the total dwelling unit potential.

Commercial and Industrial Potential: The amount of undeveloped land within commercial and industrial zoning districts Brunswick is very limited: only 28 acres is currently undeveloped. About half of the undeveloped land is located in the 1-1 Light Industrial District, both along W. Potomac Street and along N. Maple Avenue. About 9 acres of undeveloped land is zoned B-2. However, the 9 acres is scattered on several sites, and some of the undeveloped areas (particularly along Petersville Road) may not be suitable for development. There are, however, opportunities to redevelop some existing commercial and industrial parcels within the City. Land along the railroad, for example, could be redeveloped for another use.

The analysis of development potential under existing zoning indicates that undeveloped land within the current City boundaries can only accommodate a limited amount of additional development. Potential residential units are divided into small areas, many of which are subject to considerable physical constraints. There is only one large, unsubdivided parcel within the City limits. Undeveloped commercial and industrial land is likewise very limited. Future growth therefore, must be focused in areas currently outside the City limits.

Land Use Plan Proposals

Plan Designations

The recommendations of a Master Plan are primarily contained in the Plan map. The map, showing the City and surrounding properties, delineates the future annexation limits of the City, designates future land uses for all properties within the City and within the future annexation limits, shows the location of all existing and proposed roads, and designates sites for existing and future community facilities. The following land use categories are shown on the map: Open Space, including Parks/Recreation and Conservation; Residential, including Low Density, Low/Medium Density, Medium Density; Commercial, including Downtown, General Commercial and Future Shopping Center symbols; Employment/Industrial, including Office/Research, Light Industrial and General Industrial; and Institutional.

Open Space: The purpose of the open Space designations is to delineate park and recreation areas as well as environmentally sensitive areas which should be protected from development. Existing public parks and recreation areas are designated as Parks and Recreation on the Plan. Park symbols are used to designate general areas in which future parks should be located. The Conservation designation is used on the plan to delineate other environmentally sensitive areas which may be privately owned. Sensitive areas include stream valleys, the steep slopes and woodlands associated with streams, floodplains, wetlands and the habitats of threatened and endangered species. Development within these areas should be severely restricted.

TABLE 14
ACREAGES BY PLAN DESIGNATION
Brunswick Master Plan

<u>Plan Designation</u>	Acres Designated		<u>Total Acres</u>	<u>Potential Dwelling units</u>
	<u>Within City Boundaries</u>	<u>Within Annexation Limits</u>		
Residential				
Low Density	136	711	847	2,035
Low/Medium Density	314		314	445
Medium Density	<u>19</u>	<u>144</u>	<u>163</u>	<u>920</u>
Total, Residential	469	855	1,324	3,400
Commercial				
Downtown Core	12		12	
Downtown Transition	8		8	
General Commercial	<u>21</u>	<u>24</u>	<u>45</u>	
Total, Commercial	41	24	65	
Industrial				
Office/Research	0	58	58	
Light Industrial	17		17	
General Industrial	<u>124</u>		<u>124</u>	
Total, Industrial	141	58	199	
Open Space				
Park and Recreation	243		243	
Conservation	<u>104</u>	<u>128</u>	<u>232</u>	
Total, Open Space	347	128	475	
Institutional	91		91	
Streets and Roads	171		171	
TOTAL	1,260	1,065	2,325	

Source: Frederick County Planning Department, March 1993

Residential: The Residential designations on the Plan are used to delineate existing and future residential areas which will accommodate future residential growth. Three types of residential development are shown on the Plan. Low Density Residential areas are planned as areas with primarily single family dwellings at overall densities of two to five units per acre. Low/Medium Density Residential areas are characterized by single family, duplex and two family dwellings, at overall densities of six to seven units per acre. Medium Density Residential areas are characterized by a range of housing types, including single family dwellings, townhouses, and multi-family dwellings at overall densities of eight to ten units per acre. All residential areas should be planned for public water and sewer service. Low/Medium and Medium Density Residential areas should be accessible to Collector or Arterial roads.

Commercial: Commercial areas are planned to provide opportunities for the development of retail and service uses as well as other business uses. The Downtown District designation on the Plan delineates the downtown area, which is a mixed use area containing commercial and residential uses. The downtown area must be given special consideration in planning due to its historic point for the City. Within the Downtown District Downtown Transition areas. The General Commercial designation is used to indicate sites which are appropriate for a full range of commercial activities. Commercial sites should be accessible to a Collector or Arterial road and be served with public water and sewer service.

Shopping center symbols are also used on the Plan to indicate the general location of future retail and service uses. Neighborhood Shopping Centers are intended to serve local needs for convenience goods and services. The site area needed for this type center ranges from two to five acres in size, and the floor area of the center ranges from 5,000 to 30,000 square feet. Community Shopping Centers are intended to serve larger areas than neighborhood centers and to provide a larger variety of goods and services. The site area for these center ranges from five to twenty acres in size, with floor areas in the range of 30,000 to 800,000 square feet.

Employment and Industrial: Employment and industrial areas are shown on the Plan to indicate existing employment and industrial uses and to set aside appropriate areas for future growth. The Office/Research designation is intended to provide locations for the development of office and research park uses. The Light Industrial designation provides sites for industrial parks, limited manufacturing, warehouses, wholesale and distribution, and other business uses. The General Industrial designation is used to indicate sites which are appropriate for railroad and other heavy industrial uses.

Institutional: The Institutional designation is used to indicate sites which are currently used for public uses, such as schools, public buildings and utilities. Future sites for institutional uses are designated by symbols to indicate the general location in which the planned facility should be located.

Residential Development

The Plan provides for residential development to accommodate planned population growth within Brunswick. The Plan provides for in-fill development within the developed parts of the City. Development within existing neighborhoods should be of a type and density which is compatible with existing residences. Within the existing City limits, about 445 additional dwellings could be constructed within existing residential areas. However, development of many of these potential units would be subject to physical constraints such as steep slopes and limited access. The farm on the west side of Petersville Road is the only large undeveloped parcel within the existing City limits. This parcel is designated for Low Density Residential development, with a potential for about 325 dwellings.

The Plan proposes future annexation limits for the City. Most of the properties proposed for annexation to the City are located west of the City between Brunswick and Knoxville. The other area proposed for annexation is located northwest of the City along MD 464. About 1,065 total acres are proposed for annexation.

Within the annexation limits, both Low Density Residential uses and Medium Density Residential uses are proposed. The Medium Density Residential areas, totaling 144 acres, are located in areas which are most accessible to arterial roads and are physically suitable for higher density development. About 60 acres are designated Medium Density Residential on the east side of MD 180 near its intersection with MD 17. Another 84 acres are designated Medium Density Residential along Souder Rd. and MD 464. About 920 dwellings could be constructed within the Medium Density Residential areas.

Low Density Residential uses are designated for about 711 acres within the annexation limits. While overall densities within these areas should be in the range of two to four dwellings per acres, use of cluster techniques, such as the Planned Unit Development option, should be encouraged. About 1,710 dwellings could be constructed in the Low Density Residential areas within the annexation limits.

Residential development in accordance with the Master Plan recommendations would more than accommodate projected population growth for the 1990-2010 period. The Plan provides for an additional 3,400 dwelling units. Under the high growth alternative, only 1,200 dwelling units would be constructed in the next twenty years. The Master Plan recommendations should be viewed as the ultimate build-out of the City, which will occur many years after the twenty year plan period. The planned expansion of the City's water and sewer system will accommodate all of the growth planned for the next twenty years. Additional water and sewer capacity will be needed to accommodate ultimate build-out of the areas within the City's annexation limits.

Residential Development Policies and Recommendations

- *New residential development will be integrated with existing development as much as possible. The City will promote residential designs which foster the development of neighborhoods, are visually attractive, and are protected from incompatible uses.*
- *The City will encourage the use of cluster techniques, such as Planned*

Unit Developments, to allow for the protection of sensitive natural features, and the preservation of open space.

TABLE 15
COMPARISON OF POPULATION PROJECTIONS TO DEVELOPMENT POTENTIAL
Brunswick Master Plan

	Population Projections, 2010 (1)			Development Potential	
	<u>Low Growth Alternative</u>	<u>Moderate Growth Alternative</u>	<u>High Growth Alternative</u>	<u>Water and Sewer Capacity</u>	<u>Master Plan Land Use Recommendations</u>
Existing Households	1,820	1,820	1,820	1,820	1,820
Additional Potential Households	400	800	1,200	1,750	3,400
Total, Potential Households	2,220	2,260	3,020	3,570	5,220
Total, Potential Population	5,860	6,915	7,975	9,425	13,780

(1) See Table 10, Population Projections: 2000, 2010

(2) Planned water and sewer capacity of 1,750 equivalent dwelling units, as described in 1992 Whitman, Requardt study.
 Capacity available for residential development may be less if used by commercial or industrial development.

Source: Frederick County Planning Department, March 1993

- *A variety of housing types will be provided within the City to accommodate the needs of households of all types and economic groups.*
- *Higher density development will be located near commercial and employment centers and be accessible to major roads and public transportation.*
- *The City will encourage the adaptive re-use of historic structures.*
- *The City will review its residential zoning districts, their respective requirements, and the Planned Unit Development requirements to insure that the zoning regulations fulfill the purpose and intent of the Master Plan categories.*

Downtown Area

The Brunswick downtown has historically been the focal point for City life and activity. In the fifty year period when the railroad flourished as the town's primary industry, the downtown developed as a vital, commercial hub, containing a variety of retail, service and entertainment establishments which served the local residents. When the railroad's role as an employer declined, the downtown area declined, as businesses closed and investment in the downtown area decreased. In the mid-1980s, a modern shopping center was developed on the north side of the City, providing ample space for a grocery store, several shops and convenient parking. Although the shopping center contributed to the decline of the downtown, its development was spurred by consumer demand for a form of commercial development catering to the automobile.

Despite economic recessions and changes, a commercial presence has been maintained in the downtown over the years. Today, although lacking any large "anchor" commercial uses, the downtown area contains a number of restaurants, small businesses, an antique emporium, two banks, two gas stations and some small retail uses. In the age of modern shopping facilities, it is unlikely that the downtown can return to being the commercial hub of the City. Rather, this Plan anticipates that the downtown Brunswick area will complete a transition to become a vital mixed use area serving local residents, commuters, and perhaps tourists and visitors to the area as well.

The overall downtown area is defined in the Plan as the blocks along Potomac Street extending from Dayton Avenue on the west to Third Avenue on the east. The downtown extends south to the railroad between South Virginia Avenue and First Avenue. It extends north to Petersville Road and East A Street between Maryland Avenue and First Avenue.

The downtown area includes both the commercial center of the City and transitional areas. The Commercial Core of the downtown is located along Potomac Street between Virginia Avenue and

First Avenue. Within these blocks, every effort should be made to maintain continuous rows of commercial storefronts at the street level to enhance the cohesiveness of the commercial area.

The other sections of the downtown, which surround the commercial core, should act as mixed use, Transitional Areas. Both commercial and residential uses would be appropriate in these blocks. The conversion of large single family homes to apartments should be encouraged to increase the resident population of the downtown.

The parking difficulties in the downtown area should be addressed on an area wide basis, since many lots within the downtown area are not large enough to provide off-street parking.

The success of the downtown area depends on both private and public investments. Private sector investment in the downtown must be encouraged by allowing conversion of residential structures to commercial or apartment uses. At the same time, public funds must be used to improve the appearance of the downtown and to resolve parking and traffic problems.

Policies and Recommendations for the Downtown Area

- *Within the downtown commercial core, commercial uses must be maintained at the street levels. Residential uses will be permitted above commercial uses.*
- *Within the commercial core, commercial and/or residential uses should be permitted at a density of 1 use per 1, 000 square feet of floor area. Within the transitional areas, 1 use per 2, 000 square feet of floor area shall be permitted.*
- *The historic integrity of the downtown area and its structures will be maintained.*
- *The City will initiate a study to address parking problems in the downtown area. Shared parking areas will be encouraged.*
- *The City will initiate a study of the downtown traffic patterns to improve access to the downtown.*
- *The City will invest in public improvements in the downtown such as sidewalk replacement, removal of overhead wires, and other street scape improvements as a means of signifying a commitment to the downtown.*
- *The City will endeavor to maintain fire safety and livability standards within the downtown.*
- *The City will encourage the establishment of businesses in the downtown area.*

- *The City will review the B-2 Central Business District zoning requirements to insure that they are consistent with the recommendations of this Plan.*

Commercial Development

The Plan proposes that commercial activities be provided to meet the demands of a growing residential population. The Brunswick Shopping Center is currently the primary shopping area in Brunswick. This commercial area has limited room for expansion, although a five acre undeveloped parcel adjoining the center on the east side of Maple Avenue has been designated on the Plan for additional commercial development.

The Plan does not recommend any expansion of the commercial uses located along Petersville Road north of the downtown, due to the location of Martins Creek and the steep slopes adjoining the road. The commercial uses located near the intersection of Ninth Avenue, Souder Road, East H Street, and Route 464 are proposed for expansion on the north side of Souder Road. This area would be appropriate for a small neighborhood shopping center when the parcels on the west side of MD 464 are annexed and developed.

The Plan proposes that a new commercial area be established within the future annexation limits on the south side of MD 17 near its intersection with MD 180. Approximately 20 acres are designated for commercial uses, to accommodate a community retail center.

Employment and Industrial Development

The Plan provides for future employment and industrial development both within the existing City limits and within the annexation limits. Within the City, properties on the north side of West Potomac Street near the City boundary are designated Light Industrial. About 9 undeveloped acres are located within this area. Other smaller areas within the City are also designated Light Industrial; these areas signify existing developments, so do not represent additional development potential.

The railroad property is designated in the General Industrial category. While most of this land is occupied by railroad tracks and structures, there is some potential for additional development on railroad-owned properties, particularly on the west side of the City.

The Plan also provides for future employment development on the south side of MD 17 northeast of the current City boundary. About 58 acres are designated Office/ Research to provide for high quality employment development which is visible and accessible from the highway network and which will be compatible with surrounding residential development.

Commercial and Employment Development Policies and Recommendations

- *An adequate supply of commercial and employment land will be provided through the comprehensive zoning and annexation process to support economic development in the City.*

- *Commercial and employment development will be directed to sites which are accessible to major roads and which are physically suitable for development.*
- *Commercial activities will provide the greatest possible range of goods and services to area residents.*
- *Commercial, industrial and employment developments will be planned so as to minimize visual and noise impacts on the area. Landscaping and buffeting will be required as part of the site planning process.*
- *Utilization of the railroad by local industries will be encouraged.*
- *The City will continue its efforts to encourage new businesses and employers to locate within the City.*
- *The most suitable sites for industrial and employment development will be reserved for future use.*
- *The City will review its commercial and industrial zoning districts and their respective requirements to insure that the zoning requirements fulfill the purpose and intent of the Master Plan categories.*
- *The City will adopt General Commercial and Office/Research Zoning districts to correspond with the Master Plan categories.*

TRANSPORTATION

Information about the existing transportation network is essential for transportation planning. Traffic volume and road condition information is used to determine whether road improvements are necessary. Problem areas, such as hazardous intersections and roads need to be identified so that mitigation measures can be planned. New road connections need to be identified before new development eliminates potential alignment alternatives.

Street System

Brunswick is well-connected to the state and interstate highway system, so is easily accessible to and from several directions. U.S. 340, located northwest of the City, provides highway access to Frederick, where connections to U.S. 15, 1-270, and 1-70 are available. To the southwest, U.S. 340 provides connections to Charles Town, West Virginia and northern Virginia. MD 17, which extends east-west along the City's northern boundary, extends north to Burkittsville and Middletown and connects with MD 464 to the east. MD 464 extends east to Point of Rocks, where U.S. 15 and MD 28 can be accessed. The main north-south route through Brunswick, Petersville Road, crosses the Potomac River, providing a connection to Lovettsville, Virginia and extending north to Rosemont and Petersville.

The street system within Brunswick in the older sections of the City is based on a linear grid pattern. However, because the grid pattern was overlaid on the City's steep topography, many of the streets could not be constructed as planned. As a result, the City's street pattern is intermittent and disconnected.

The main north-south road connection through Brunswick is Petersville Road, which extends from Route 17/Souder Road to the downtown and across the Potomac River. It is a two lane road with adequate shoulders and alignments. Other north-south roads in the City include Maple Avenue, Second Avenue, Fourth Avenue, Fifth Avenue, Gum Springs Road, and Ninth Avenue.

Maple Avenue, though adequate in width, has rolling vertical alignment, which causes site distance difficulties at cross street intersections. To the south, Maple Avenue does not provide a direct connection to the downtown area because it ends at B Street.

Second Avenue connects from A Street to Souder Road. Vertical alignment, particularly between B and F Street is extremely steep. Second Avenue is also a narrow street without curbs, gutters and sidewalks.

To the west, Gum Springs Road extends from Potomac Street north to East H Street. This road is characterized by steep vertical alignments as well as curving horizontal alignments.

Between Second Avenue and Gum Springs Road, there are no through north-south connections

from Potomac or A Streets north to East H Street. Fourth Avenue connects from A Street to East E Street, Fifth Avenue from East B Street to East H Street, and Sixth Avenue from East E Street to East H Street. Fourth Avenue is very steep in its southern section. Fifth and Sixth Avenues are

TABLE 16
TRAFFIC VOLUMES: 1965-1990
State Highway, Brunswick Area

<u>Location</u>	<u>1990</u>	<u>1985</u>	<u>1980</u>	<u>1975</u>	<u>1967</u>	<u>1985-90 % Increase</u>
Route 17 Bridge	7,900	6,175	5,400	2,225	1,500	+28%
Petersville Road	4,800	3,600	5,450	4,200	3,525	+33%
Route 180	700	900	1,400	375	5,500	-22%
U.S. 340, Petersville	15,300	12,525	8,975	7,150		+22%
U.S. 340, South of Brunswick	12,000	9,400	8,350	8,200		+28%
Point of Rocks Road	6,300	4,400	4,850	3,200		+43%
			(Souder Road)			

narrow, without curbs, gutters and sidewalks.

Finally, Ninth Avenue provides a north-south connection from East B Street to Souder Road. Connections to Potomac Street can be made via East B Street or East A Street and Tenth Avenue. Tenth Avenue is characterized by steep vertical alignments and sharp curves.

East-west connections in Brunswick are limited, because of the steep north-south ravines cutting through the City. To the north, Route 17/Souder Road provides a two lane arterial connection between U.S. 340 and Point of Rocks Road. Potomac Street, along the City's southern boundary, provides the only other east-west connection through the City. East A Street and Brunswick Street are also important east-west connectors on the city's east and west sides, respectively. On the north side of the City, East H Street is the only east-west local connector, from Second Avenue to Ninth Avenue.

On the City's west side and in the downtown area, the street pattern has a consistent grid pattern. Grades on most of the north-south streets, such as First Avenue, Virginia Avenue, Delaware Avenue, Dayton Avenue, and Central Avenue, are quite steep. Most of the streets in these areas are of adequate width with curbs and gutters. However, on-street parking is more prevalent due to the smaller lot sizes and the lack of off-street parking on many lots. Therefore, the streets in these areas are often congested with parked vehicles as well as local traffic.

A characteristic road pattern in Brunswick are stub streets extending off main north-south connectors. These side streets were laid out as through east-west connections, but are discontinuous because of the steep ravines between the north-south roads. The resulting stub streets are problematic because of their narrowness, steep grades and the lack of turnarounds at their ends.

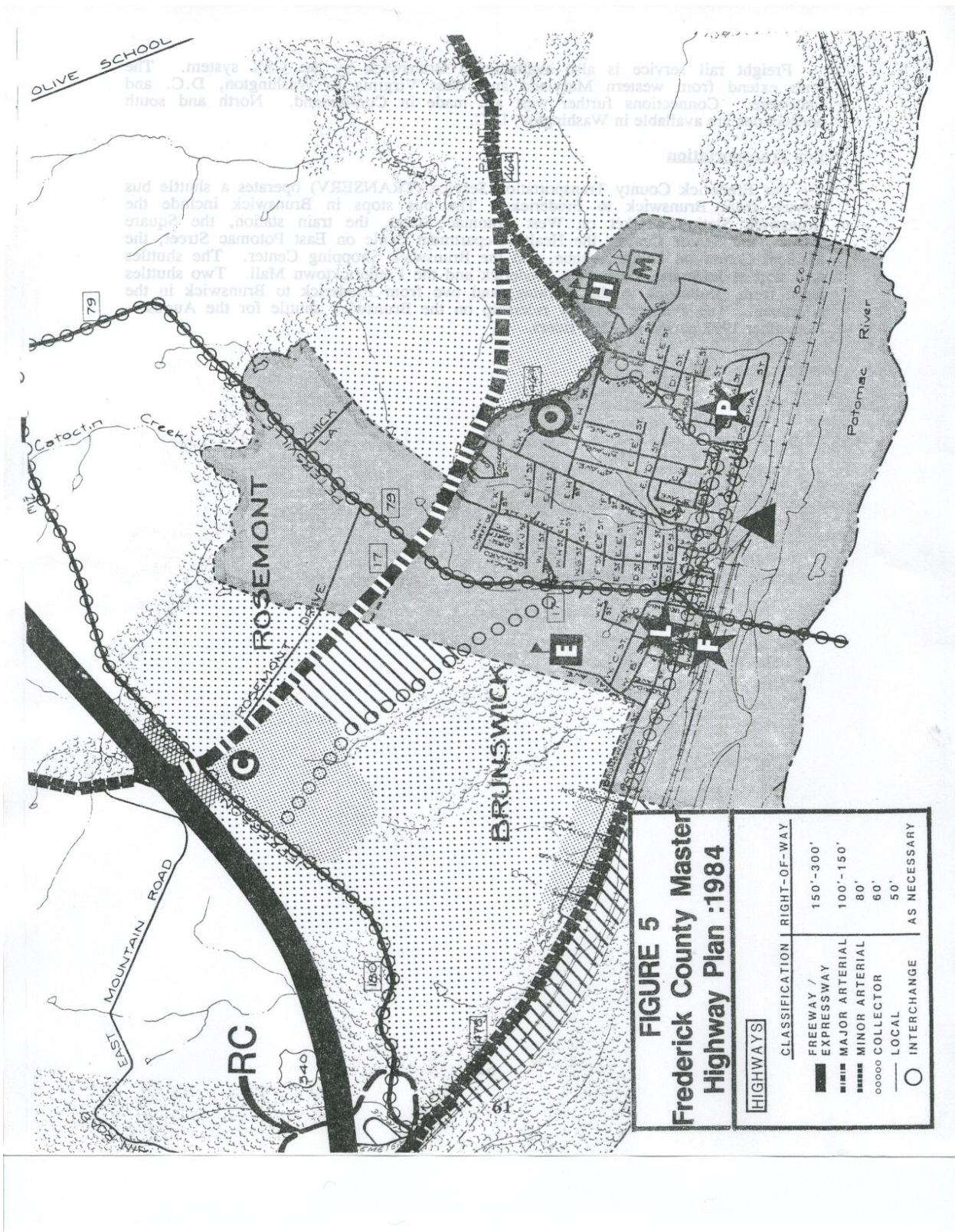
The streets in the newer subdivisions in Brunswick generally are of adequate width with curbs, gutters, and sidewalks. These subdivisions, such as Woodside Station and Manchester Village, were designed with the topography in mind, and were required to comply with modern grade and alignment standards.

Traffic Volumes

Traffic volume data for the major connectors in and around Brunswick indicates that traffic has increased steadily on area roads. In 1985 and 1990, traffic on U.S.340 increased by about 25 percent. A similar increase was measured on Petersville Road and the Route 17 Bridge. A significant increase on Point of Rocks Road was also measured. Traffic on Route 180, which is paralleled by U.S. 340, has declined since U.S. 340 was constructed.

Intersections

There are several problem intersections in the City of Brunswick. The most notable is the intersection of Petersville Road, East B Street, Maryland Avenue and the bridge over the Potomac River. Also in the downtown vicinity, the intersection of Maple Avenue and A Street is



problematic because of the angle at which they intersect and confusion over the right of way. The intersection of Second Avenue and East D Street is difficult because of grades and alignments. The intersection of Park Avenue, Gum Springs Road, and East A Street is another example of alignment and grade difficulties. Site distance is limited at the intersection of Maple Avenue and Souder Road. The rolling topography throughout the City causes site distance difficulties at many other intersections.

Frederick County Master Highway Plan

The Frederick County Master Highway Plan, part of the County Comprehensive Plan, includes recommendations for road classifications and alignments in the Brunswick area. The Plan classified all County roads in one of five categories: Freeway/ Expressway, Major Arterial, Minor Arterial, Collector, and Local. The particular function of a street was determined by several factors, including whether local traffic or through traffic is served, the type and intensity of proposed land uses, the street's relationship to the overall network, and the amount of traffic the street was expected to handle.

U.S. 340 in the Brunswick area was classified as a Freeway/Expressway. U.S. 340 provides highway access to Frederick, where it provides connections to U.S. 15, 1-270, and 1-70. To the southwest, U.S. 340 provides connections to Charlestown, West Virginia and northern Virginia.

Arterials provide the primary access to the freeway system and also supplement the freeway system by providing inter- and intra-county access through the more rural areas. Design standards for Major Arterials require a four lane road with a median, while design standards for Minor Arterials require well designed two lane facilities in rural areas and four lane facilities in urban areas. In the Brunswick area, the County Master Highway Plan shows a Major Arterial connection from U.S. 340 to MD 464, extending along Route 17 and Souder Road, and then following a new alignment between Souder Road and MD 464. MD 464 (Point of Rocks Road) and MD 478 (Knoxville Road) are designated as Minor Arterials on the Master Highway Plan.

Collector roads carry traffic from local streets to arterial roads and freeways. The Master Highway Plan designed several streets within Brunswick as collector roads: Petersville Road, Jefferson Pike (MD 180), Potomac Street, and A Street. A collector connection was shown between A Street at Park Avenue and the intersection of East H Street and Ninth Avenue, extending for the most part along Gum Springs Road. Another new collector connection was shown on the Plan extending from Petersville Road to MD 180, south of Route 17.

Rail Transportation

Brunswick is served by public rail transportation. The Maryland Rail Commuter Rail (MARC) provides service from Martinsburg, West Virginia to Union Station in Washington, D.C., with stops in Brunswick and Point of Rocks in Frederick County. Connections to the Washington Metro subway system can be made at the Rockville and Silver Spring stations as well as Union Station.

The average daily ridership on the MARC from the Brunswick Station in 1990 was 612 persons. This represents an 11% increase from 1989 and a 26% increase from 1988. In 1990, the 612 riders from Brunswick represented 25% of the riders using the Brunswick line (Martinsburg to Union Station), and the largest number of riders boarding at a single station. Many of the MARC riders from Brunswick live in Loudoun County, Virginia.

Commuters from Brunswick use the parking lots provided at the Brunswick Station. Because the ridership has increased and the parking lots are used to capacity, the State is planning to add 300 spaces to the parking lot. The parking lot currently accommodates about 400 vehicles. Construction of platforms at the station is also planned. Funding for construction of these projects was included the Mass Transit Administration capital budget for FY94 and FY95.

Freight rail service is also available in Brunswick by the CSX system. The lines extend from western Maryland and West Virginia to Washington, D.C. and Baltimore. Connections further west are made in Cumberland. North and south connections are available in Washington, D.C.

Bus Transportation

The Frederick County Transportation Service (TRANSERV) operates a shuttle bus service from Brunswick to Frederick. The bus stops in Brunswick include the Brunswick Station Market on West Potomac Street, the train station, the Square Corner, the Senior Center, the Health Department clinic on East Potomac Street, the Medical Center on Ninth Avenue, and the Brunswick Shopping Center. The shuttles also stop in Jefferson, downtown Frederick and the Fredericktown Mall. Two shuttles leave from Brunswick in the morning, and two from Frederick to Brunswick in the afternoon. The average monthly ridership on the Brunswick shuttle for the August November 1992 period was 525 riders.

Transportation Plan Proposals

The Master Plan proposals regarding transportation primarily focus on the road network which will be required to meet the future travel desires of residents, workers and through traffic. The purposes of the Plan proposals include: 1) To classify existing and planned roads according to their future function. Right-of-way widths, entrances, and intersection spacing is determined by the classification system. 2) To provide guidance to land owners and the general public by giving notice of the appropriate location of new roads as well as improvements to existing roads. 3) To recommend improvements to the existing road network.

It is important to recognize that the Plan road classifications are more dependent upon long-range land use patterns and development potential than upon anticipated population growth. Sufficient rights-of-way and alignments must be reserved whether one or all of the properties within the growth area develop in the immediate future.

Functional Classifications

The Plan proposes a hierarchy of roads to serve the Brunswick area: Freeways and Expressways,

Major Arterials, Minor Arterials, Collectors and Local Roads. The particular function of a street is determined by several factors, including whether local traffic or through traffic is served, the type and intensity of proposed land uses, the street's relationship to the overall network, and the amount of traffic the street is expected to handle. The purpose of the system is to ensure the development of a logical and efficient network that complements the land use plan.

Freeways/Expressways are the primary and interstate limited access highways which provide inter-regional connections. Route 340 is the only Freeway/Expressway in the Brunswick area.

Arterials provide the primary access to the freeway system and supplement the freeway network in rural areas. Major Arterials are designed to accommodate high traffic volumes. Design standards require a four lane road with a median. Within Brunswick, MD 17 is designated as a Major Arterial. Minor Arterials carry less traffic than Major Arterials. Design standards for Minor Arterials require well designated two lane facilities. Minor Arterials proposed on the Plan include West Potomac Street, Knoxville Road, and Petersville Road. Souder Road and MD 464 are also shown as Minor Arterials, with a new alignment of Souder Road proposed, connecting to MD 464 northeast of the existing City limits. The re-alignment would eliminate the sharp curve on Souder Road as well as the turn off of Souder Road onto MD 464.

Collectors are designed to carry traffic from local streets and subdivisions to arterial or freeway roadways. Three new collector connections are proposed on the west side of the City: an extension of Central Avenue north to MD 17, a road extending from Brunswick Street to MD 180, and a connection from that collector north to MD 17. Souder Road and MD 464, south of the new arterial, are shown as collectors as well. East Potomac Street and MD 180 are also shown as Collectors.

The Plan recommendations for roads are primarily implemented through the development process involving subdivision and site plan review. New developments are required to dedicate right-of-way along existing road frontages or for new road alignments that pass through the property. The functional classification system shown on the Plan map determines the amount of right-of-way needed and also identifies the approximate location of new road alignments.

Roads and Intersection Improvements

Parts of the street system in the older sections of Brunswick are characterized by narrow street widths, a lack of curb, gutters, and sidewalks, and steep grades. A number of intersections are problematic as well, mostly due to the number and angle of streets converging and steep grades. Many of the street and intersection problems would be difficult to solve due to constraints presented by existing development and topography. Some improvements can be made as properties are developed. However, since most of the lots in the older sections of the City are already developed, improvements through the development process cannot be relied upon.

The first step in improving the existing street and sidewalk system in Brunswick is assessing all

of the streets and their intersections, and sidewalks to determine where improvements are needed and to establish priorities for making improvements.

The University of Maryland Transportation studies center has performed such a survey on behalf of the city through a grant the city obtained from the Maryland Office of Planning's and Department of Transportation's local Transportation Planning Assistance program. The survey inventoried the existing street pavement conditions, widths, curbs, gutters, sidewalks, and parking. The resulting street survey report and maps summarized the findings of the survey and made recommendations regarding the priorities for making improvements. A schedule for improvements was also proposed.

The University's survey results indicated that many of the City's streets appear to be in fairly good condition. However, the survey showed that much of the curb and gutter on the few City streets that contained them was in disrepair and in need of improvement. This also proved to be the case with the University's survey of the sidewalks. Parking problems were also identified, especially in the downtown areas of the City near the MARC commuter station.

This Plan recommends that the City will undertake a regular program of improvements to streets, curbs, gutters, and sidewalks with reference to the results of the 1995 University of Maryland survey and recommendations. A plan to fund this program should be developed in conjunction with the City's annual review of its three year capital improvements plans.

It should be pointed out that the City's Code of Ordinances currently require that individual property owners install and repair sidewalks along City rights-of-way. However, this Plan recommends that the City should undertake a program to repair and install sidewalks along existing City streets as determined is necessary based on the findings of the University's survey.

This Plan also recommends that the parking situation in the downtown area needs to be studied further and recommendations made as to how it should be addressed.

While a few of the downtown street intersections were inventoried in the University's street survey, an assessment of street intersections was not a priority in the scope of work for this survey. Therefore this Plan also recommends that an assessment of street intersections and a traffic study of the downtown area be conducted. This study would identify problem intersections in the City as well as address two known problem intersections within the downtown area: the intersection of Petersville Road, Maryland Avenue, East B Street and the bridge to Virginia, and the intersection of Petersville Road, Maple Avenue, and East A Street.

The City's subdivision regulations provide design standards for road improvements or the development of new roads. These standards should be reviewed to insure their consistency with the classifications set forth in this Plan. The City should also develop a design manual providing engineering specifications for all aspects of road construction. Policies governing the improvements required when lots of record need to be established as well.

Transportation Policies and Recommendations

- *The City will undertake a regular program of improvements to streets, curbs, gutters, and sidewalks with reference to the results of the 1995 University of Maryland survey and recommendations.*
- *New transportation improvements will be designed to minimize the disruption to existing structures, historic sites and important natural and scenic features.*
- *The City will develop a design manual establishing standards for the construction of all road improvements. The standards set forth in the Subdivision Regulations will also be reviewed. The standards will be consistent with the functional classifications set forth in this Plan.*
- *The City will undertake a study of the downtown area to improve its accessibility and circulation pattern. Included in the study will be an assessment of street intersections as to their need for improvement. In addition, the downtown parking situation will be analyzed further and a downtown parking plan will also be developed.*
- *The City will coordinate transportation planning with the County and State when County and State roads are involved.*
- *Adequate buffering and/or landscaping along Arterial roads will be provided to minimize noise and visual impacts on adjoining development.*
- *The City will undertake a study of alternative commuter routes and a designated truck route.*

COMMUNITY FACILITIES

Community facilities and services are provided by a number of governmental and independent agencies. The City government provides water and sewer service, police protection, parks and recreation, and contracts for refuse collection. County government provides schools, libraries, and senior citizens services. Other services, such as fire and ambulance services, are available through independent organizations assisted by the City and County.

Plans for the provision of services and facilities are an important part of a municipal Master Plan. The location and timing of facilities should be coordinated with land use plans and development activity, to insure that facilities are available when development occurs to adequately serve the new residents. Plans for new facilities which require land should be established prior to the development of land so that land can be acquired through the development review process.

Water System

Public water service is provided to the City by the City water system. Water to the City is supplied by the Potomac River, Yourtee Springs, and Virginia Springs. Yourtee Springs are located northwest of the City on South Mountain and the Virginia Springs are located in Loudoun County, Virginia. The water treatment plant on the Potomac River currently supplies about half of the City's water demand. This facility was constructed in 1968.

In a study of the City's water system, Whitman, Requardt and Associates estimated that the City's average water demand to be 550,000 gallons per day. The minimum daily flow from the springs was estimated to be 200,000 gallons per day. The City's Water Treatment Plant has an existing treatment capacity of approximately 500,000 gallons per day, but is currently being upgraded and expanded to 1 million gallons per day. When added to the supply from the springs, the City's water supply capacity totals to 1.2 million gallons per day. This amounts to an additional 650,000 gallons per day over current use. The additional capacity will accommodate about 1, 100 additional equivalent dwelling connections.

The City's concrete reservoir has a capacity of 3 million gallons, and the water storage tank has a capacity of 250,000 gallons. The reservoir, located at an elevation of 509 feet, serves lower areas in the City, from 246 feet elevation to 440 feet elevation. The elevated storage tank, with an overflow elevation of 608 feet, provides increased pressure for elevations of 370 feet to 550 feet.

Transmission lines transport water from the spring locations to the City. The Yourtee Springs are chlorinated at the intake of an 8 inch gravity main which carries water along Route 671 to Weverton, then easterly along Route 340 to Knoxville where the main increases to 10 inches. The 10 inch main then travels easterly along Route 478 (Knoxville Road) into Brunswick. The total distance is about seven miles.

The three springs in Loudoun County, Virginia flow by gravity through 2 ½ miles of 4 to 8 inch mains northeasterly to the Yourtee Spring main at Knoxville. The Virginia was chlorinated at a metering and chlorination building south of the railroad tracks at Knoxville.

Within the City, the water distribution system consists mostly of 6-inch and 8-inch cast iron water mains.

In their study of the City's water system, Whitman, Requardt and Associates concluded that the existing water distribution system is unable to supply sufficient water for fire suppression because of the age the of the system, inadequate looping of mains, and small diameter mains. The Whitman, Requardt and Associates study included a number of recommendations for improving the City water supply system to accommodate future development. These recommendation include:

- Cleaning and lining the 8-inch main between the water treatment plant and the reservoir and the booster pumping station.
- A new 500,000 gallon water storage tank to be located to the west of the current City boundary.
- Upgrading the capacity of the existing booster pumping station to I million gallons per day.
- Expansion or the water treatment plant to its planned capacity of 1.5 million gallons per day.

These improvements would allow the system to accommodate an additional 1,750 equivalent dwelling connections over current usage.

Sewer System

The City's Wastewater Treatment Plant serves the City of Brunswick as well as Knoxville and New Addition in Frederick County. The sewer system consists of gravity sewers that lead to a waste water pumping station located on East Potomac Street between Third and Fourth Avenues. From the pumping station the waste water is pumped through a 14-inch force main to the wastewater treatment plant located on the Potomac River.

The sewer system has expansion capacity beyond its current use. The safe pumping capacity of the pumping station is approximately 2.7 million gallons per day. The existing pumping station could accommodate an additional 700 equivalent dwelling units without improvements. The Wastewater Treatment Plant has a current average flow of about 400,000 gallons per day and a design capacity of 700,000 gallons per day. An agreement between Frederick County and the City of Brunswick reserves 100,000 gallons per day for New Addition and Knoxville. The State has made available 420 new sewer taps (about 94,000 gallons per day) for allocation to new users. About 410 taps are currently available. Additional taps are expected to be available in the future, once inflow and infiltration (I/I) problems can be allocated by the City. The City's consultant engineer, Whitman, Requardt and Associates, has completed a study of the 1/1 problem which includes recommendations for corrective measures to mitigate the problem.

The Whitman, Requardt and Associates study recommended the following improvements to the City sewer system be made to accommodate additional development:

- Expand the wastewater treatment plant capacity from 700,000 to 1 million gallons per day.
- Add a third pump to the pumping station to increase its safe pumping capacity.
- Construct a new gravity sewer on the west end of the City.
- Construct a new interceptor sewer along east Potomac Street.

These improvements would be needed to accommodate the development of properties which are currently outside the City limits. The particular improvements needed for the development of any single property would be determined by its location. The recommended improvements would increase the City's sewage treatment capacity by 1,750 equivalent dwelling units beyond current usage.

Schools

Schools serving the City of Brunswick include Brunswick Elementary, Brunswick Middle and Brunswick High Schools. The elementary school is located on the west side of the City off Central Avenue. Brunswick Middle and High Schools are located on a campus in the northeastern corner of the City, near the intersection of Souder Road and MD Route 464.

The schools in Brunswick are all operating under capacity. In September 1992, Brunswick Elementary was operating at 82% of its capacity of 680 students, Brunswick Middle was operating at 88% of its capacity of 600 students and Brunswick High was operating at 61 % of its capacity of 945 students. Brunswick High School is projected to continue operating below capacity throughout the next decade. Brunswick Elementary is projected to reach capacity in 1997, and Brunswick Middle is projected to reach capacity in 1999.

Brunswick Schools - Percent Utilization

	Capacity	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Brunswick Elem	680	82%	83%	86%	92%	98%	101%	103%	104%	104%	102%	101%
Brunswick Middle	600	88%	92%	91%	89%	89%	91%	98%	101%	105%	107%	111%
Brunswick High	945	61%	65%	74%	82%	87%	89%	88%	88%	88%	91%	93%

* Equated enrollment figures used.

The 1990 Frederick County Comprehensive Plan identified the need for another elementary school in Brunswick as a long term facility need (1996-2010). The Plan also identified the need to expand Brunswick Middle School as a long range need.

Parks and Recreation

The City of Brunswick operates several parks for City residents, including five developed parks, a campsite, a swimming pool and undeveloped open space.

<u>Park Name</u>	<u>Acreage</u>	<u>Location</u>	<u>Facilities</u>
Brunswick Campsite Sports, Boat Ramp,	24	Along Potomac River	Camping, Field Fishing, Picnicking
Brunswick City Park Picnicking, Shelters Basketball, Field	9	Park Ave. & E. Potomac Street	Play Equipment, Tennis Courts, Sports
Brunswick Heights Park Equipment	3	Peach Orchard Lane	Softball, Play
Kim Weddle Park Equipment, Fitness	3	North Maple Avenue	Basketball, Play Equipment
Little League & Softball Field Park	5	Cummings Drive	Baseball, Softball
Manchester Village Park Sports,	1	Second Avenue	Play Equipment, Field Basketball
Brunswick Open Space	23	Manchester Village, Woodside Station	Undeveloped
Brunswick Swimming Pool	2	Cummings Drive	Pool, Play Equipment
TOTAL ACREAGE	70		

An additional 95 acres is located in the C&O Canal National Park along the Potomac River. Other recreational resources in the area include the playing fields and play equipment located at the school facilities. The play equipment located at the Eagles Club on the City's West End is also used by area residents as a park resource.

Library

The Brunswick library is a branch of the County library system, which is headquartered at the C. Burr Artz Library in Frederick. The Brunswick Library was established in 1963. Until 1989, it was located in two rooms of the old West End School located on Brunswick Street. In 1989, the library was relocated to a new 2,500 square foot building located on North Maple Avenue. The library is open 32 hours per week. Between July 1991 and June 1992 the library's circulation was 43,682 volumes, representing a 13% increase from the previous year. The library also offers several children's programs. The 1990 Frederick County Comprehensive Plan noted that the expansion of the Brunswick library is a long range need (1996-2010).

Police Service

The City of Brunswick has its own police force which serves the City. Police Department staff include nine, full time officers, four part time officers and one civilian. The police station is located in the City's West End at the corner of Central Avenue and Brunswick Street. The department answers about 3,100 calls per year. Departmental equipment includes seven marked and two unmarked patrol vehicles.

Fire Service

The Brunswick Volunteer Fire Company is an all-volunteer company headquartered on West Potomac Street. The Company has about 60 active volunteers. The area in which the Company is first due extends north of Route 340 to properties just south of Burkittsville, east to properties fronting on Catholic Church Road, Olive School Road and W. Boss Arnold Road, south to the Potomac River, and west to the Washington County boundary. Equipment operated by the Company includes three pumper trucks. The Company is currently considering purchase of a ladder truck.

Ambulance Service

The Brunswick Ambulance Company provides ambulance service to the City. Its first due area is the same as that of the Fire Company. The Company has about 40 volunteers and responds to approximately 900 calls per year. The Company operates two ambulances. The Company's headquarters are located at 200 West Potomac Street.

Solid Waste Management

The City contracts with a private company for trash collection services. The Reich's Ford Landfill is Frederick County's only publicly owned and operated solid waste disposal site. The City of Brunswick's landfill on Thirteenth Avenue was closed in the early 1980s. The County also operates a recycling drop-off center located on North Maple Avenue.

Community Facility Plan Proposals

Proposals for community facilities are included on the Plan map. Symbols are used to identify the type of facility needed and its approximate 'Location within the City. While not property specific, the symbol's location should provide direction in the property acquisition and development process.

Schools

The Plan proposes a new elementary school site on the east side of Brunswick to accommodate the growth anticipated in school enrollments. The school should be located in the vicinity of the Brunswick Middle and High Schools, on either side of MD 464. The site should be dedicated as part of the annexation process.

Parks and Recreation

The Plan proposes additional park facilities to accommodate the needs of existing residents and planned residential growth. The sports complex to be located on the east side of Thirteenth Avenue will serve as a community-wide recreation facility. A park is also proposed to be developed in conjunction with the new school on the east side of the City.

Two Neighborhood parks are proposed on the west side of the City. A park located near the existing elementary school would accommodate the needs of residents of the West End as well as new residents. Another park is proposed within the annexation limits to the west of the City.

The Plan also proposes use of the stream valleys to provide bicycle and pedestrian links between park facilities. A path in the valley located between Ninth Avenue and Woodside Station could provide connections to the City pool, schools, and sports complex. This path could be extended along the south side East Potomac Street (along the railroad) to connect to the downtown and the C&O Canal towpath. A bike path is also proposed in Gum Springs hollow and along North Maple Avenue. A path system within the western annexation limits should also be developed as properties are annexed and developed.

Libraries

The Plan anticipates that the existing library will accommodate the needs of existing and future citizens. The facility should be expanded as the City population grows.

Fire and Rescue

A site for an additional fire/rescue station is proposed within the western annexation limits on the south side of MD 17.

Water and Sewer

The Plan recommends that water and sewer service be extended to serve all properties within the annexation limits of the City. The recommendations of the City's consulting engineer should be implemented to insure that the system capacity is increased to accommodate new development. Recommended improvements to the water system include:

- Cleaning and lining the 8-inch main between the water treatment plant and the reservoir and the booster pumping station.
- A new 500,000 gallon water storage tank to be located to the west of the current City boundary.
- Upgrading the capacity of the existing booster pumping station to 1 million gallons per day.
- Expansion of the water treatment plant to its planned capacity of 1.5 million gallons per day.

Recommended improvements to the sewer system include:

- Expand the wastewater treatment plant capacity from 700,000 to 1 million gallons per day.
- Add a third pump to the pumping station to increase its safe pumping capacity.
- Construct a new gravity sewer on the west end of the City.
- Construct a new interceptor sewer along east Potomac Street.

The recommended improvements will accommodate an additional 1,750 equivalent dwelling connections over current usage. As noted in the Land Use Chapter, these improvements will not accommodate all of the development planned for the areas to be annexed to the City. Additional water and sewer capacity will have to be provided to accommodate build-out of the Plan recommendations. Build-out is not anticipated to occur within the next twenty years. However, the improvements to the water and sewer system described in this Plan will accommodate all of the growth anticipated within the next twenty years.

Community Facilities Policies and Recommendations

- *The recommendations for improvements to the City water and sewer systems as stated in the Whitman Requardt Study will be implemented in a timely fashion to accommodate the needs of new development.*
- *All new development within the City and annexation limits will be served by public water and sewer systems.*
- *The City will develop a design standards for the development of water and sewer system improvements. Policies governing the extension of lines to individual properties, including lots of record, will be developed.*

- *Sites for proposed facilities will be acquired through the annexation and development review process*
- *The City will consider adoption of an Adequate Public Facilities Ordinance (APF0) to insure that timing of development is coordinated with the provision of services.*

IMPLEMENTATION

The success of a Master Plan can be measured in terms of its implementation. Only when the recommendations are translated into actions can the goals and objectives of a Plan be realized. Implementation of the Plan recommendations is expected to take several years. Therefore, it is important to set priorities for implementing the Plan's recommendations and to periodically evaluate progress toward implementation.

Comprehensive Zoning and Zoning, Text Amendments

A primary means of implementing the Master Plan is through comprehensive zoning and zoning text amendments. Under comprehensive zoning, a new zoning map covering all of the properties in the City is proposed and adopted. The Zoning District proposals and boundaries should be consistent with the land use proposals contained in the Master Plan map. A list of the comparable zoning categories to each of the Master Plan designations is shown in Table 17.

A number of new or revised zoning districts are proposed as part of the Master Plan recommendations. Without these changes, many of the Plan's land use recommendations cannot be properly implemented.

Low Density Residential District: A new residential district should be adopted which permits single family residential development at a density not to exceed four units per acre. The minimum lot size in this district should be 10,000 square feet. Duplexes, townhouses, and multi-family dwellings would be permitted in this district under the Planned Unit Development option. However, overall development densities within PUDs should not exceed two to four dwellings per acre.

B-3 District: The B-3 District is a mixed use district allowing residential uses, institutional and cultural uses, business and professional offices, nursery schools and child care centers, indoor storage and warehouse buildings, and medical and dental clinics. Multi-family dwellings are permitted at a density of one unit per 4,000 square feet of lot area; two family dwellings are permitted at a density of one unit per 2,750 square feet.

This Plan recommends that the District regulations be amended to be specifically applicable to the downtown transition areas. These areas generally consist of small lots occupied by dwellings, churches or small businesses. Revised regulations would allow conversions to commercial or multi-family residential use where lots and/or buildings are large enough to accommodate additional uses. The Plan recommends that the permitted density be calculated the same way it is for the B-2 Central Business District: that the larger of the lot area or the building area be used as the base square footage. In the Central Business District one use (residential or commercial) is permitted per 1,000 square feet of lot area or floor area, whichever is greater. This Plan recommends that the density be decreased to 1 use per 2,000 square feet of lot area or floor area (whichever is greater) for the downtown transitional areas. The effect of this change would be to reduce the development potential for transitional areas currently zoned B-2 and increase the potential slightly

TABLE 17
COMPARABLE ZONING DISTRICTS
BRUNSWICK MASTER PLAN DESIGNATIONS

<u>Master Plan Designation</u>	<u>Comparable Zoning District</u>
Open Space:	
Park and Recreation	Open Space
Conservation	Open Space
Residential:	
Low Density (2-4 units/acre)	Residential District - 10,000 *
Low/Medium Density (5-7 units)	R-1 Residential, R-2 Residential
Medium Density (8-10 units)	R-2 Residential
Commercial:	
Downtown Commercial Core	B-2 Central Business District
Downtown Transitional	B-3 District *
General Commercial	General Commercial District *
Neighborhood Shopping Center	B-1 Neighborhood Commercial District *
Community Shopping Center	General Commercial District *
Industrial:	
Office/Research	Office/Research *
Light Industrial	I-1 Light Industrial
General Industrial	I-2 Heavy Industrial
Institutional	Permitted in several districts

* New or revised zoning district proposed

for transitional areas currently zoned R-1 Residential. The majority of the transitional areas are currently zoned B-2. Because the lots and/or dwellings in the transitional areas are generally less than 6,000 square feet, the proposed change would allow no more than one use be added to each single family dwelling.

General Commercial District: The Brunswick Shopping Center, as well as other commercial uses located outside the downtown, are currently zoned B-2 Central Business District. This District is designed to regulate development in a unique area, the downtown. This Plan recommends that a General Commercial District be adopted that is tailored to regulate commercial uses such as shopping centers and other business uses. This District would be applied to commercial uses located outside the downtown area.

B-1 Neighborhood Business District: This Plan recommends that the standards for development in this District be reviewed. This District should be applied to areas designated for Neighborhood Shopping Centers on the Master Plan. The District regulations should allow a more limited range of commercial uses than the General Commercial District, since these uses will be located within residential areas. Strict standards controlling the size and appearance of these uses should also be incorporated in the regulations.

Office/Research: The Plan proposes that a new Office/Research zoning district be adopted. The purpose of this employment district would be to allow for office and research developments, which are characterized by clean, attractive settings and the absence of nuisances. The District should be applied to highly visible parcels located on arterial roads.

Annexation

The Plan includes land use recommendations for areas located outside the City's current boundaries. The Plan also proposes an annexation limit line, outlining all of the properties proposed for future annexation. The Plan proposals in these areas will primarily be implemented through the annexation process. Through the annexation process, a City zoning category will be assigned to the property; the zoning should be consistent with the Plan recommendations. Plan proposals for community facilities to be located and/or to serve on the annexed property will also be implemented through the annexation process. As development of annexed properties occurs, the Plan recommendations for new road alignments and road improvements will also be implemented.

Development Review Process

The development review process is another means by which the Master Plan recommendations will be implemented. Subdivision plats and site plans must be reviewed by several agencies, including the County Planning staff, the County Public Works Department, the County Health Department, the State Highway Administration, the Soil Conservation Service, and the City Public Works Director. The City Engineer also reviews plans that involve substantial public improvements. The Brunswick Planning Commission reviews and approves subdivision plats and site plans.

The development review process provides for the identification and protection of environmentally sensitive areas such as floodplains, wetlands, steep slopes, and woodlands. Mitigation measures against any disturbance to these areas can be required. Developers are also required to comply with storm water management and erosion and sediment control requirements.

Infrastructure improvements are also often required as part of the development process. The extension of water and sewer lines, and the construction of roads, curbs, gutters and sidewalks may be required. For large developments, developers may be required to contribute to the upgrade of a sewage or water treatment facility or to make off-site road improvements. Sites for public facilities should be obtained through the development review process.

This Plan recommends that the City develop a Design Manual setting forth uniform standards for all public improvements to be made in connection with development. The standards of the Subdivision Regulations should also be reviewed and updated. A set of policies concerning improvements to be made for developments on lots of record should also be developed.

Adequate Public Facilities Ordinance

In 1991, Frederick County adopted an Adequate Public Facilities Ordinance (APFO), which requires that the roads, water and sewer service, and schools serving a new development be found to have sufficient capacity before development occurs. The Ordinance allows a developer to provide the necessary improvements to make the facility or facilities adequate to serve the development. The County strongly recommends that all of the municipalities also adopt APFOs. This Plan recommends that the City consider adopting an APFO.

Interjurisdictional Coordination

Implementation of the recommendations of the Brunswick Master Plan will require cooperative effort of several levels of government. Coordination is particularly important between Frederick County and Brunswick, as the County updates the Brunswick Region Plan. The Region Plan Update is scheduled to begin in late 1994. The Brunswick Master Plan recommendations, particularly the proposed annexation limits, and the land use, transportation and community facilities recommendations for areas currently outside the current City limits, should be incorporated into the County's Brunswick Region Plan. Coordination between the City and County is also required in the provision of services and facilities, and in administering zoning, forest resource, and other ordinances.

Interjurisdictional coordination between the City and State is also important in implementing the recommendations of this Plan. State environmental regulations apply to areas such as wetlands, air quality, and water quality. Coordination with the State is particularly important in the planning, design, and construction of community facilities such as water and sewerage treatment plant. Coordination with the State Highway Administration with regard to improvements and alignment changes to State roads is also necessary.

Protection of Open Space

This Plan recommends that the City explore alternative approaches to permanently protecting from development the areas designated as Open Space on the Plan map. The following alternatives should be considered:

- public acquisition of lots
- public acquisition of development rights easements
- property take abatement
- incentive programs for donations of property

Priorities for Action

Contained within this Plan are a number of recommendations for further studies and actions which will serve to implement the Plan. These actions should be undertaken in the following order:

- Zoning text amendments:
Commercial District Review: Including revisions to B-3 and B-1 Districts, addition of General Commercial District.
Industrial District Review: Including addition of Office/Research District.
Residential District Review:
- Comprehensive zoning
- Development of Design Manual for public improvements; review and update of design standards in Subdivision Regulations.
- Downtown traffic and parking study, which will include an assessment of street intersections as to their need for improvement.
- Development of a regular program of improvements to streets, curbs, gutters, and sidewalks with reference to the results of the 1995 University of Maryland survey and recommendations.
- Review of zoning requirements with regard to sensitive areas protection.
- Development of a plan for preservation of privately owned Open Space Conservation lots.

BRUNSWICK RESIDENT SURVEY - SEPT 1991 RESULTS

1. Why residents chose Brunswick as their home.

Reason	Number	%
Affordable place to live	56	34%
Born and raised in Brunswick	47	28%
Small town atmosphere	31	19%
Location/accessibility	22	13%
MARC train	20	12%
Rural atmosphere	10	6%
Beauty, natural features of the area	8	5%

Other reasons: location of family, FMHA mortgage, good place to raise a family, quality of schools and other services, job relocation, available housing, historic character.

2. Do you feel that the Town of Brunswick efficiently serves the needs of the residents?

	Number	%
Yes	79	47%
No	62	37%
Yes and No	8	5%
No response	<u>18</u>	<u>11%</u>
	167	100%

3. Would you support raising taxes to provide additional town services?

	Number	%
Yes	39	23%
No	111	67%
Yes and no, it depends	12	7%
No response	<u>5</u>	<u>3%</u>
	167	100%

4. Are streets in town adequately paved and maintained?

	Number	%
Adequate	66	40%
Inadequate	79	47%
No response	<u>22</u>	<u>13%</u>
	167	100%

5. Are the streets in town wide enough?

	Number	%
Wide enough	93	56%
Some/all not wide enough	53	32%
No response	<u>21</u>	<u>12%</u>
	167	100%

6. Is street lighting adequate?

	Number	%
Yes	116	69%
No	20	12%
No response	<u>31</u>	<u>19%</u>
	167	100%

7. Are street name signs adequate?

	Number	%
Yes	104	62%
No	37	22%
No response	<u>26</u>	<u>16%</u>
	167	100%

8. Are there intersections in town that need traffic control signs or stop lights?

	Number	%
Yes	82	49%
No	58	35%
No response	<u>27</u>	<u>16%</u>
	167	100%

12A. Comments on Water Service

	Number	%
Excellent/Very Good/Good	16	10%
OK/Adequate/Fine	44	26%
Fair/Poor/Bad	6	4%
Too expensive/Rates too high	40	24%
Problems with pressure	12	7%
Problems with sediment	7	4%
Bad or funny taste	6	4%
Needs to be flouridated	4	2%
To much chlorine	4	2%
No response	36	22%

12B. Comments to Sewer Service

	Number	%
Excellent/Very Good/Good	16	10%
OK/Adequate/Fine	58	35%
Fair/Poor/Bad	2	1%
Too expensive/Rates too high	20	12%
No response	57	34%

12C. Comments on Police

	Number	%
Excellent/Very Good/Good	22	13%
OK/Adequate/Fine	43	26%
Fair/Poor/Bad	4	2%
Too many employees	7	4%
Like the new chief	10	6%
Too much equipment	4	2%
Unfriendly	4	2%
Need more foot patrols	6	4%
No response	41	25%

12D. Comments on Parks and Recreation

	Number	%
Excellent/Very Good/Good	22	13%
OK/Adequate/Fine	40	24%
Fair/Poor/Bad	4	2%
Need more youth/children's program	13	8%
More facilities needed	18	11%
No response	50	30%

12E. Comments on Public Works

	Number	%
Excellent/Very Good/Good	24	14%
OK/Adequate/Fine	44	26%
Fair/Poor/Bad	7	4%
Good snow removal	8	5%
Snow removal needs to be improved	6	4%
Other comments re: snow removal	23	14%
No response	51	31%

12F. Comments on Refuse Pick-Up

	Number	%
Excellent/Very Good/Good	37	22%
OK/Adequate/Fine	60	36%
Fair/Poor/Bad	1	1%
Need more than one pick-up/week	6	4%
Sloppy	4	2%
No response	46	28%

12G. Comments on Recycling Facility

	Number	%
Excellent/Very Good/Good	38	23%
OK/Adequate/Fine	45	27%
Fair/Poor/Bad	2	1%
Need bins for green/brown glass	5	3%
Not familiar with facility	4	2%
Need curbside pick-up	5	3%
No response	56	34%

12H. Comments on Swimming Pool

	Number	%
Excellent/Very Good/Good	29	17%
OK/Adequate/Fine	41	25%
Fair/Poor/Bad	1	1%
Needs to be expanded or add a new pool	8	5%
No response	69	41%

12I. Comments on Camps ITE

	Number	%
Excellent/Very Good/Good	25	15%
OK/Adequate/Fine	33	20%
Fair/Poor/Bad	0	0%
No response	85	51%

12J. Comments on Fire Service

	Number	%
Excellent/Very Good/Good	39	23%
OK/Adequate/Fine	33	29%
Fair/Poor/Bad	0	0%
Problems with members - image, professionalism, etc.	12	7%
Siren too noisy	5	3%
No response	60	36%

12K. Comments on Ambulance Service

	Number	%
Excellent/Very Good/Good	53	32%
OK/Adequate/Fine	41	25%
Fair/Poor/Bad	0	0%
No response	63	38%

12L. Comments on Sr. Citizen Services

	Number	%
Excellent/Very Good/Good	26	16%
OK/Adequate/Fine	24	14%
Fair/Poor/Bad	1	1%
No response	100	60%

12N. Recreational Facilities Used by Members of Respondent's Household

	Number	%
City Park	89	53%
Swimming Pool	79	47%
Tennis Courts	36	22%
Kim Weddle Park	36	22%
Campsite	31	19%
Basketball Courts	41	25%
Canal Park	63	38%
Ball Fields	50	30%
None	13	8%
No response	24	14%

13. For which of the following land uses should the town expand its boundaries?

	Number	%
Residential only	15	9%
Commercial only	19	11%
Industrial only	20	12%
Residential & Commercial	19	11%
Residential & Industrial	3	2%
Commercial and Industrial	17	10%
Residential, Commercial & Industrial	45	27%
None	8	5%
No response	<u>21</u>	<u>13%</u>
	167	100%

14. If the town annexes land for residential use, what type of housing should be permitted?

	Number	%
Apartments	48	29%
Condominiums	31	19%
Townhouses	53	32%
Single family dwellings, lot sizes less than 1/4 acre	56	34%
Single family dwellings, lot sizes 1/4 - 1/2 acre	84	50%
Single family dwellings, lot sizes over 1/2 acre	58	35%
No response	18	11%

15. Do you think that the Brunswick area needs additional industry?

	Number	%
Yes	131	79%
No	22	13%
No response	<u>14</u>	<u>8%</u>
	167	100%

What type of industries?

	Number	%
Service-oriented businesses	95	57%
Wholesale/warehouse	65	39%
Light manufacturing	90	54%
Heavy manufacturing	32	19%
No response	32	19%

16. What kind of new businesses would you like to see in Brunswick?

	Number	%
Retail businesses	127	76%
Service establishments	65	39%
Restaurants, eating establishments	91	54%
Professional offices	65	39%
Hotel/Motel	50	30%
Sports facilities	106	63%
Entertainment	114	68%
No new businesses needed	2	1%
No response	1	1%

	Number	%
Household Type		
Single person households	32	19%
Households including children 19 years and under	75	45%
Adult households	57	34%
No response	<u>3</u>	<u>2%</u>
	167	100%

Age group of adults in household	Number	%
Age 20-34	36	21%
Age 35-64	63	38%
Age 65 and over	23	14%
Mixed age group	42	25%
No response	<u>3</u>	<u>2%</u>
	167	100%

18. Work location of household members.

	Number	%
Frederick County	90	54%
Brunswick area	35	21%
Frederick City	32	19%
Other Frederick County	23	14%
Montgomery County	51	31%
Washington, D.C.	38	23%
Northern Virginia	30	18%
Washington County	6	4%
West Virginia	4	2%
Baltimore	2	1%
Prince Georges County	1	1%
Retired/Unemployed	25	15%
No response	7	4%

19. Means of travel to work.

	Number	%
Private vehicle	103	62%
MARC train	36	22%
Car/Van Pool	31	19%
Retired/Unemployed	10	6%
No response	15	9%

20. How do your children travel to school?

	Number	%
School bus	36	22%
Private vehicle	25	15%
Walk	22	13%
Ride bicycle	0	0%
No children in school	71	43%
No response	31	19%

21. Over the last five years, would you say that Brunswick has become a better place to live?

	Number	%
Yes	78	47%
No	57	34%
Yes & No	3	2%
No response	<u>29</u>	<u>17%</u>
	167	100%

22. Overall, how do you rate Brunswick as a place to live?

	Number	%
Excellent/Very Good/Good	66	40%
OK/Fine	34	20%
Fair/Poor/Terrible	25	15%
Nice Community	11	7%
Small, Rural	18	11%
Expensive	11	7%
Safe/Low Crime	11	7%
Friendly, nice people	17	10%
Affordable	5	3%
Quiet	9	5%
Good schools	6	4%
No response	15	9%

24. Looking ahead over the next five years, do you think Brunswick will become a better place to live?

	Number	%
Yes	104	62%
No	25	15%
Don't know	18	11%
No response	<u>20</u>	<u>12%</u>
	167	100%

25. Are you interested in volunteering to make Brunswick a better place to live?

	Number	%
Yes	60	36%
No	59	35%
No response	42	25%
Already involved	<u>6</u>	<u>4%</u>
	167	100%
In which areas?		
Town Government	25	15%
Recreation	22	13%
Tourism	17	10%

26. Do you favor growth in the Brunswick area?

	Number	%
Yes	110	66%
No	37	22%
No response	20	12%

**Resident Survey
Brunswick, Maryland**

September 1991

1. Why did you choose Brunswick as your home?
2. Do you feel that the Town of Brunswick efficiently serves the needs of the residents?
Yes No
Please explain:
3. Would you support raising taxes to provide additional Town services? Yes No
Comments:

Streets

4. Are the streets in Town adequately paved and maintained? If not, where are the problem areas?
5. Are the streets in Town wide enough? If not, which streets need widening?
6. Is street lighting adequate? Are there areas that need additional lighting? If so, where?
7. Are street name signs in Town adequate? Are additional street signs needed? If so, where?
8. Are there intersections in Town that need traffic control signs (stop or yield signs, etc.) or stop lights? If so, where?
9. Do you have any other comments regarding parking and other traffic related signs?
10. Are any new streets needed? Pedestrian paths? Bicycle paths? If so, where are they needed and why?
11. Are there parking problems in your neighborhood? If so, please explain the situation and give recommendations as to how it could be improved.

Community Services and Facilities

12. Please comment on the adequacy of the following community facilities and services. If your comment applies to a specific area of town, please specify the area.

Water

Sewer

Police

Parks/Recreation

Public Works (street maintenance, water & sewer line maintenance, snow removal, etc.)

Refuse pick-up

Recycling facilities

Swimming Pool

Campsite

Fire

Ambulance

Senior Citizen Services

Any other comments

Please indicate which recreational facilities were used by you or a member of your household within the last year:

City Park

Swimming Pool

Tennis Courts

Kim Weddle Park

Campsite

Basketball Courts

Canal Park

Ball Fields

Other (specify):

Growth and Development

13. For which of the following land uses should the Town expand its boundaries?
Residential uses Commercial uses Industrial uses

14. If the Town annexes land for residential use, what type of housing should be permitted?

Apartments
Condominiums
Townhouses
Single family dwellings, lot sizes less than 1/4 acre
Single family dwellings, lot sizes between 1/4 and 1/2 acre
Single family dwellings, lot sizes over 1/2 acre

15. Do you think that the Brunswick area needs additional industry?
Yes No

If so, what type of industry?

Service oriented businesses
Wholesale/warehouse
Light manufacturing
Heavy manufacturing
Other (*specify*)

16. What kind of new businesses would you like to see in Brunswick?
Retail businesses - grocery stores, clothing stores, drug stores, etc.
Service establishments -barber shops/beauty salons, dry cleaners, auto repair, daycare, etc.
Restaurants, eating establishments
Professional offices - doctors, dentists, lawyers, etc.
Hotel/motel
Sports facilities - gym, health club, bowling alley, etc.
Entertainment - theater, etc.
Other (*specify*)
No new businesses needed

17. How many in your household are in the following age groups? Please indicate number for each group.

under 5 years of age	35-44
5-14	45-64
15-19	65-80
20-24	over 80
25-34	

18. Please indicate the locations where you and other persons in your household work.

Brunswick area	Northern Virginia
Frederick City	Washington County
Other Frederick County	West Virginia
Montgomery County	Other (<i>specify</i>)
Washington, D.C.	

19. How do you and other persons in your household travel-to work?

Private vehicle	Car/van pool
MARC train	Other (<i>specify</i>)

20. How do your children travel to school?

School bus	Private vehicle	Walk	Ride bicycle
Other (<i>specify</i>):			No children in school

21. Over the last five years, would you say that Brunswick has become a better place to live?

Yes No Please explain your answer.

22. What recommendations do you have for making Brunswick a better place to live? Please be specific.

23. Overall, how do you rate Brunswick as a place to live? Why?

24. Looking ahead over the next five years, do you think Brunswick will become a better place to live? Yes No
Please explain.

25. Are you interested in volunteering to make Brunswick a better place to live and work?
Yes No

If so, in which areas?

Town Government (committees)	Recreation	Tourism
Other (<i>specify</i>)		

TO VOLUNTEER, PLEASE CALL CITY HALL AT 834-7500

26. Do you favor growth in the Brunswick area? Yes No
Please explain.

27. Please comment on any other concerns you may have on planning, development, roads, community facilities and services.

Thank you for participating in this survey. If you have any questions about the survey, call City Hall at 834-7500. Please return this form within 7 days, but no later than October 22, 1001. It can be dropped off at the following locations:

Brunswick City Hall (20 A Street) Weekdays, 8 a.m.-4 p.m.

Bank of Brunswick (Potomac & Maple Avenue)

Super Fresh (Shopping Center)

F&M Bank (Potomac Street or Brunswick Heights)